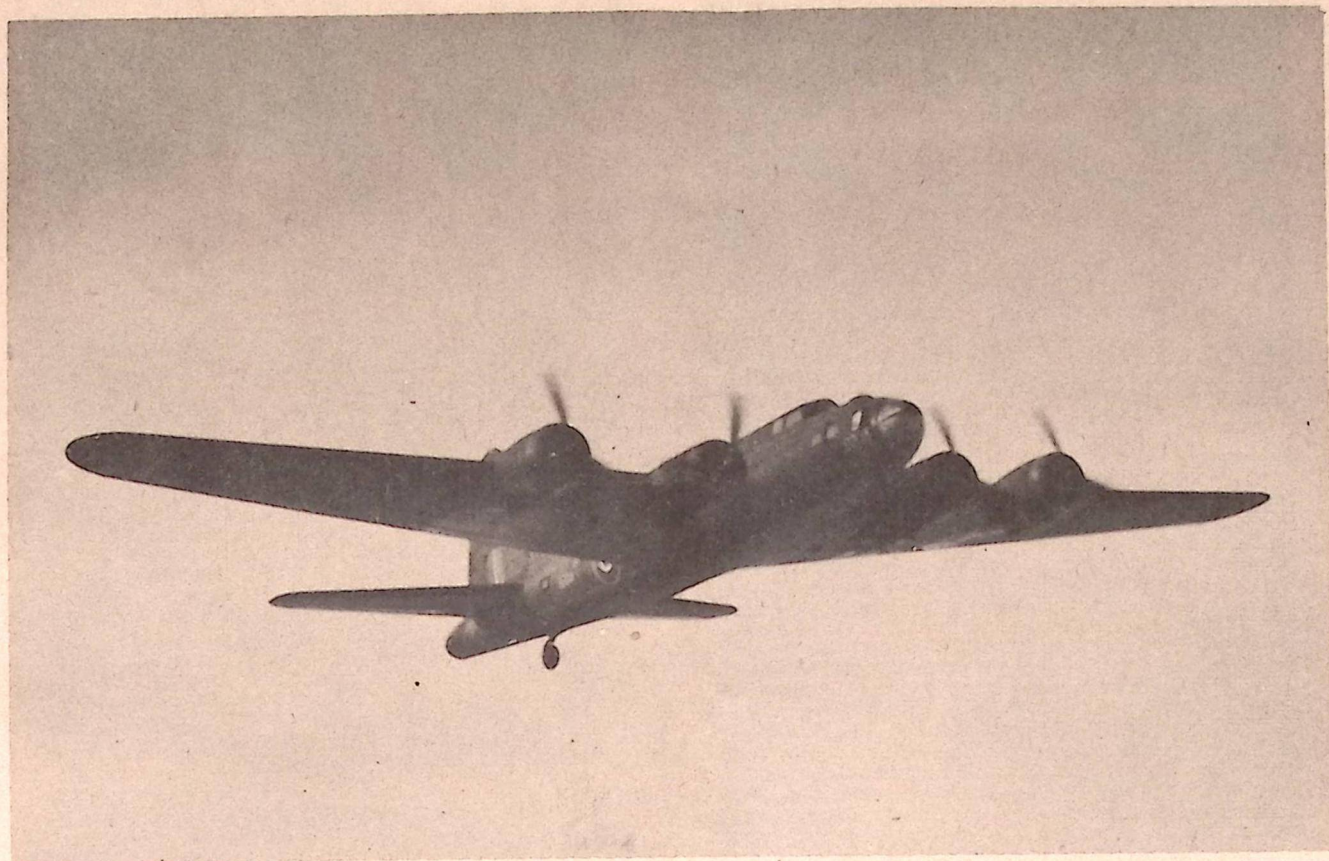


The Observer



THE FORTRESS

VOL. 2 No. 9

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THE OBSERVER

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Air Force Headquarters
for
A.D.C. Observers

GOOD SERVICE IN NEW BRUNSWICK



Mr. H.G. Black

Manager, at once began to prepare the necessary routines to handle official observer calls. Considerable work was involved in drafting the routines and procedures to be followed by the operating forces. Every last detail was covered and when the plan was launched, the efforts put forth were crowned with success - the calls were handled with great speed and to the satisfaction of the Air Command.

To an operator answering a telephone switchboard signal and hearing "Aircraft Detection Corps", these words are "energizing". They at once signify to her a call of utmost importance requiring speed, accuracy and her undivided attention. Each operator employed is given instruction in handling these important calls. When an official A.D.C. observer from any telephone in the system says "Aircraft Detection Corps" the facilities are at his disposal until this urgent message is transmitted to the appropriate A.D.C. Reporting Centre. Foolproof routing instructions are provided - priority treatment - alternate routes - give precedence over other traffic that sometimes makes the speed of these calls appear well nigh miraculous. Sometimes as many as four exchange operators are involved in handling one such call. All are fully trained and competent to assure its immediate dispatch to the correct destination.

When the plan was first placed in operation only a handful of calls were passing over the circuits but reporting has increased steadily since inception and now the A.D.C. offers a considerable volume of calls. An interesting aspect of the handling of official observer calls is that the observer may not know to what point his call will be routed. However, he is confident that it will be properly directed and in most cases while he holds the line he will hear the distant A.D.C. Reporting Centre answer and is thus able to tell his story personally and directly to the organization in which he plays so vital a part.

The New Brunswick Telephone Company headed by Mr. H.G. Black, General Manager, was quick to recognize the wartime necessity for such an organization as the Aircraft Detection Corps and that communications must play a most important role in the set-up if it were to be a success. On conclusion of conferences early in 1940 with officers of the Eastern Air Command, the Traffic Department of H. E. Fawcett, General Traffic

There are several A.D.C. Reporting Centres in New Brunswick. Calls are normally routed to the nearest centre but should an out-of-order condition exist, calls are routed to an alternate reporting centre. The reporting centres are staggered geographically and the Company's circuit lay-out is such, that should a large proportion of the provincial telephone circuits become damaged, in all probability A.D.C. calls could still reach one of the reporting centres and receive the necessary attention. The organization in the province of New Brunswick from the communication company viewpoint seems highly satisfactory.

The officers of the Eastern Air Command have every reason to be proud of their Maritime set-up of the Aircraft Detection Corps and the official observers who "watch and warn", by their unflinching devotion to duty are daily meriting worthy praise and are truly rendering a most valuable service to their King and Country.

Squadron Leader S. M. Black, Aircraft Detection Corps officer for Eastern Air Command, called at the Saint John office recently, and in course of conversation, with a number of New Brunswick Telephone Company personnel, related some instances in which the A.D.C. had proved its worth as a life saver even though we have not been subjected to hostile attack.

With such records of service, the A.D.C. stands as an organization fully worthy of praise, for not only does it stand guard over our Coastal ramparts, but it also protects the lives of those who are preparing to rid the world of the enemies of peace.

OUR FRONT COVER

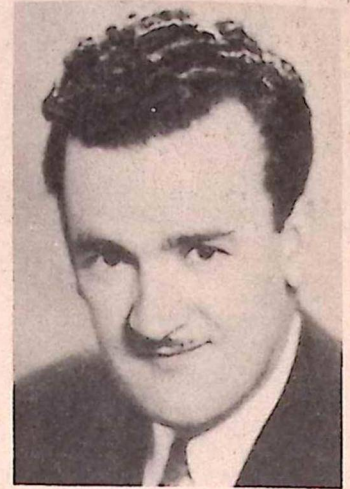
The FORTESS:-

The Fortresses made their debut in the European theatre of war on August 17th, 1942, when twelve of these bombers, heavily escorted by fighters, bombed the marshalling yards at Rouen. Since that date, the scale of daylight attacks by Fortresses has steadily grown, and the aeroplane has been building up an excellent reputation as a fighting day bomber.

The Fortress is a low wing, four engined monoplane, with a single fin and rudder and a retractable undercarriage. The circular fuselage has a fairly long nose ending in a blunt glazed top and a low flat cockpit on top. The big single fin and rudder has a long dorsal fin, a concave leading edge, rounded apex and straight tapered trailing edge. At the base of the rudder is the tail gun position.



Silhouettes of Fortress



Mr. H.E. Fawcett

EASTERN AIR COMMAND NEWS

WHAT ABOUT A MEETING



Pictured above is Squadron Leader S.M. Black, Aircraft Detection Corps officer, Eastern Air Command Headquarters, R.C.A.F. Halifax, departing for Shubenacadie, 17th July, to address a meeting of Corps members. This meeting, previously arranged by Regional Director A.E. Reid of Milford, N.S., was attended by approximately two hundred people, most of whom were members of the A.D.C. under Mr. Reid's supervision. The observation posts in this area are very well organized; the majority of posts maintain 24-hour watching and reporting. They have been of great assistance to the R.C.A.F. when several aircraft were in distress and forced to land in this vicinity.

Mr. A. H. Taylor acted as chairman of the meeting. Regional Director Reid addressed the gathering, after which Flying Officer W. F. Burke illustrated by screen slides the work of the Aircraft Detection Corps. Squadron Leader Black then paid the respects of Air Vice-Marshal G.O. Johnson, C.B., M.C., Air Officer Commanding-in-Chief, Eastern Air Command Headquarters, RCAF, Halifax, to those present and expressed appreciation for the splendid work being done by members of the Corps in that area under the guidance of Regional Director Reid.

Another enthusiastic meeting was recently held at Elmsdale, N.S., which was also addressed by Squadron Leader Black. This was a joint meeting in charge of Captain Williams, Military District No. 6, instructor in the Reserve Army. After a showing of an interesting film, entitled "Desert Victory", taken in Egypt, Squadron Leader Black addressed the gathering of approximately one hundred people on their important voluntary work in the Aircraft Detection Corps and also asked for volunteers who had telephone facilities in their homes to assist Colonel Arnold, Chief Observer for the area. A number of persons volunteered and Colonel Arnold expressed appreciation for the support received.

Similar meetings to the above are held whenever it is possible to have Aircraft Detection Corps officers from Headquarters visit the locality. Meetings are usually arranged by Regional Directors and Chief Observers, and ADC Headquarters will be pleased to co-operate with any member of the Corps who is desirous of having an officer visit them. Send in your requests for meetings and, if possible, arrangements will be made to visit your locality.

AT DINGWALL, N.S.



Part of the Sword Fishing Fleet at Dingwall, Cape Breton, whose crews are in most cases members of the A.D.C. and are ever on the alert for submarines and aircraft in this war zone off the northern coast of Cape Breton.

WINDSOR REGIONAL DIRECTOR

Mr. David Daniels, Regional Director for the Windsor District in Nova Scotia, has a well organized Aircraft Detection Corps area. He keeps so well "in touch" in fact, that on a recent tour of the area made with F/O Wm. F. Burke, Aircraft Detection Corps Organization Officer, in a "jeep", he seemed to know personally not only his Chief Observers but also most of their Official Observers as well. They are pictured above as they started out recently to tour the apple growing country along the Avon River.

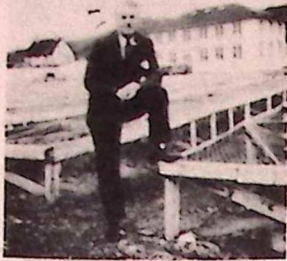


AT WINDSOR FORKS, N.S.

Chief Observer E. Mason at Windsor Forks, N.S., is pictured at left with his wife and Miss Agnes Cole, both Official Observers. Mr. Mason is Chief Operator of power plants along the Avon River and his Official Observers report the many aircraft that pass over this area in the River Valley.



HARBOUR GRACE DISTRICT



Pictured at left is Mr. Wm. Parsons. As Regional Director for the Harbour Grace Nfld. district, Mr. Parsons (better known to us as "Bill") has done a splendid job of organization for A.D.C. His duties as district manager for Crosbie & Co. are such that he travels extensively throughout the district, and in

so doing has frequent opportunities of meeting his Chief and Official Observers. On several occasions Headquarters has found it necessary to alert the Harbour Grace district to be on the lookout for lost aircraft and in each instance Bill has spent long hours getting in touch with his Observers. Being air-minded himself, he is all too aware of the dangers that can beset aircraft in bad weather, and at such times he is more than ever on the alert to Watch and Warn. To friend Bill we say "thank you" for a job well done.

ST. PHILIPPE DE NERI, P.Q.

Chief Observer for the local observation post, is Mr. J.D. Lavoie, who, besides being Secretary of the Parish of St. Philippe de Neri, is also Manager of the local Branch of the Canadian National Bank, and a lumber dealer.

Miss Pauline Bouchard, his bank assistant, may be counted as one of Mr. Lavoie's most conscientious A.D.C. reporters.



CHIEF OBSERVER AT PECKFORD IS. NFLD.

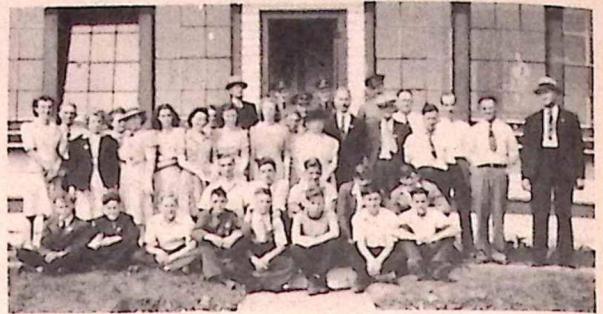


At left is Mr. James Way, business man and oil refiner from Peckford Island, Nfld. Mr. Way conducts an extensive trade at Musgrave Harbour, Peckford Island and Offer Wadhams, and operates several cod liver oil refineries. He is also a well-known navigator, and when the famous novelist Zane Grey visited Newfoundland in 1929, he chose Mr. Way as pilot and visited Labrador and Newfoundland waters in Mr. Way's boat. Reference to the trip will be found in Zane Grey's novel "Northern Waters."

Mr. Way is an experienced man in the seal fishery along the Labrador coast, and also a builder of his own boats, having just completed a new vessel, the 'Beatrice and Vernie Way', which is now at St. John's, Nfld.

In addition to his busy and interesting life he has taken over the duties of Chief Observer, and on visiting Eastern Air Command Headquarters a few weeks ago, assured us of his continued co-operation and interest in A.D.C. activities throughout his area.

STATION VISIT AT GREENWOOD, N.S.



A most interesting and instructive afternoon was enjoyed at R.C.A.F. Station, Greenwood, on Saturday, July 29th, by a party of observers under the leadership of Chief Observer Elmer Tupper.

The party were welcomed to the station by the Commanding Officer, Group Captain Reyno, Group Captain Reyno expressed pleasure at being able to entertain the group and to thank them for the wonderful work they were doing.

Escorted by Flight Lieutenant Woods and Flying Officer Fox, the party proceeded to the hangars where they were given opportunity to examine Oxford, Bolingbroke and Mosquito aircraft. Thence to the Meteorological Section where a short explanation of weather conditions was given. From there, the party was escorted to the Control Tower where they could get a clear view of aircraft landing, taxiing, taking off, etc. From the Control Tower, the party proceeded to the Parachute Section where they witnessed the packing of a parachute. After the inspection, a ten-minute demonstration of flying, diving, climbing, banking, etc., was greatly enjoyed by everyone present.

Following the tour, tea was served and the observers expressed their pleasure for the instructive and entertaining afternoon. Among the appreciative observers were the following: Mrs. Tupper, Mr. O.H. Steele, Miss Eloise Steele, Miss Shirley Huntley, Mrs. Earl Huntley, Mrs. Joseph Steele, and Mrs. Morley Shaw. Section Officer M.A. O'Grady, A.D.C. officer, from E.A.C. Headquarters, Halifax, who accompanied the party on the tour, expressed thanks to the Commanding Officer, R.C.A.F. Station, Greenwood, for the pleasant and instructive afternoon.

AT VICTORIA BEACH, N.S.



Chief Observer John W. Casey, Victoria Beach, with Mrs. Casey, from their vantage point above the Digby Gut, are able to report all aircraft movements in and out of the Digby Basin. They are keenly aware of the necessity of reporting aircraft movements in this strategic area of Nova Scotia.

LEAVES FOR OVERSEAS DUTY



Pictured at left, standing beside their "jeep" are Lt. G.C. Hurtubise, Intelligence Officer, St. Hyacinthe Regiment, Canadian Army, Newfoundland, and Flight Lieutenant E. J. Bream, Aircraft Detection Corps Field Officer, Newfoundland. It

is with regret that we announce the departure of Flight Lieutenant Bream for Overseas duty. And we, at this time, take the opportunity to say "Au Revoir" and "Best of Luck" from his many associates and friends to one who has served so well in the territory of Newfoundland.

AT ST. PASCAL, P.Q.

Since 1961 the General Store at St. Pascal, Kamouraska County, P.Q. has been "At Your Service".

The third generation of his family to own this well-known store, Chief Observer Louis Henri Chapleau finds it well situated for the performance of his Aircraft Detection Corps duties.



URGENT DEMAND FOR BADGE

The following letter received from Chief Observer Percy Shaver illustrates the high regard in which the Aircraft Detection Corps sterling silver badge is held by our wild animal friends:

Napadogan, N.B.
July 7th, 1944

Air Officer Commanding-in-Chief,
Eastern Air Command, R.C.A.F.
Halifax.

Sir:

I am sorry that I have lost my Aircraft Detection Corps badge so recently sent me. I had the misfortune to step on a cub sunning itself and the mother-bear took exception. In the ensuing few minutes, I lost not only the badge, but a considerable amount of the clothing to which it was attached.

Under the circumstances, I thought perhaps you would replace it. Thanking you, I beg to remain, Sir,

Your obedient servant,
Percy Shaver
Chief Observer

Needless to state, a duplicate badge has been sent to Chief Observer Shaver, and it was regretted that the A.D.C. was not authorized to replace the clothing which the mother-bear also fancied.

TWENTY-FOUR HOUR DUTY



Above is Cpl. Gobeil who is pictured receiving an Aircraft Detection Corps Observer report at one of the numerous reporting centres in Canada. The R.C.A.F. Aircraft Detection Corps personnel man all telephones on a watch basis in order to receive observer reports at any time during the twenty-four hours.

Immediately an observer report is received, information is passed from the reporting centre to the defence authorities, thus if all observers make it a point to give complete information according to instructions, no time will be lost in taking defence measures.

SLOW BUT SURE

Stephen H. Hayden, Chief Observer, whose home is at Jordan Falls, Shelburne Co., N.S., was found by one of the Aircraft Detection Corps Field Organization officers atop his load of hay on a bright, sunny day. The unusually fine oxen are not as speedy as the more modern tractor, but have the advantage of not requiring "gas or tire rations". Despite the long and hard work that comes to that land in fine weather, Chief Observer Hayden is ever conscious of the responsibilities he has assumed in his voluntary work for the A.D.C. While he is occupied away from his home, his corps of observers, including his daughter, are on the alert to report aircraft flights.

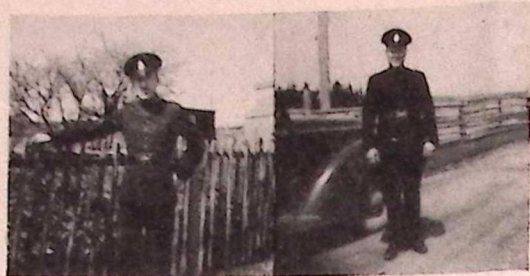


IN SYMPATHY.

It is desired to extend the sympathy of the Aircraft Detection Corps to Reverend and Mrs. N. Cole of Port Hood Island, N.S., in their recent bereavement in the loss of their son, Clarence, a member of the Royal Canadian Air Force, whose death on active service was announced on July 6th.

It is also desired to extend sympathy to Mr. & Mrs. P.H. Weary, Musquodoboit Harbour, N.S., whose son, Frederick, a member of the Royal Canadian Air Force, died on active service on July 17th.

NEWFOUNDLAND CONSTABLES



Pictured above, left to right, are Constable L. King, Chief Observer at Conception Harbour, Nfld. and Constable J. Slade, Chief Observer at Northern Bay, Nfld. Both have been actively engaged in A.D.C. work since its inception, as have most of the Newfoundland Constabulary personnel. In future issue of "The Observer", it is hoped that we will be able to publish photographs of this fine body of men. Without their help our present high standard of efficiency would not have been possible.

R.C.A.F. VESSEL "CORMACK"



Pictured at left is the R.C.A.F. "Cormack" which has just completed a 1000 mile tour of the South Coast of Newfoundland. The sturdy little boat carried A.D.C. Sergeant Lomer Gaudet from Port Aux Basques to Placentia

through fog, rain and heavy seas. Over seventy villages were visited and Observers instructed in latest A.D.C. methods of organization and reporting. General meetings were successfully held in all the largest villages and many difficulties were overcome to the satisfaction of the Observer personnel. Many new observers were enrolled in the organization, and in some cases duty watches were set up and organized for reporting. The co-operation the Sergeant received from the people in the settlements was most encouraging and it is hoped the excellent responses from the trip will be maintained and that aircraft movements along the entire coast will continue to be reported as in the past.

"FOUR OBSERVERS"

The day after an A.D.C. meeting at Tatamagouche, N.S. the field officer found four enthusiastic boys on the wharf. They had been down to see their Chief Observer early in the morning to offer their services as Official Observers. They were very proud of the copies of "The Observer" which he had given them.



MAYOR AT CAP CHAT



Pictures taken in front of the offices of The James Richardson & Company Limited, Cap Chat, P.Q., show Mr. Louis Landry (at left), Aircraft Detection Corps Chief Observer and a group of his Official Observers, (below), all employees of the Company.

Besides being Mayor of the Town of Cap Chat, Chief Observer Landry is Secretary-Treasurer of The James Richardson & Company Limited. Holding all these jobs is

quite an assignment, but Mr. Landry takes time off each Spring to try his luck catching salmon which abound in this part of the province. We are told a record was made a few years ago by Jimmy Russell, Manager of the same Company, when he landed a 54 pound salmon in the Cap Chat River close by.



AT TATAMAGOUCHE, N.S.

Regional Director James Menzie of Tatamagouche, N.S., and Corporal Arthur Brandow survey "The Falls" above Tatamagouche while on an Aircraft Detection Corps organization trip.



NEWCASTLE REGIONAL DIRECTOR



Regional Director H. Sterling Burchill of Newcastle, N.B., is pictured here with his son George, an Official Observer. Being an Air Cadet, George feels he can tell his dad a few things about aircraft identification. Regional Director Burchill supervises an area extending from the Gulf of St. Lawrence Coast inland to the heart of the lumbering country where he has A.D.C. observers appointed in nearly every lumber camp.

WESTERN AIR COMMAND NEWS

RESORT OBSERVATION POST



It has often been said that if you want a job done, give it to busy people. Chief Observer M. G. Hill and his staff at Yellow Point Lodge, Vancouver Island, B.C. prove once again that there is more truth than poetry in this saying. Yellow Point Lodge, which is located 10 miles south of Nanaimo, B.C., is absolutely isolated but strategically located from an air traffic standpoint,

so the Aircraft Detection Corps is entirely dependent upon the staff of the Lodge for reporting from this location. Even though they are kept busy all year round catering to holiday-makers and honeymooners, they still find time to do a good job for A.D.C.

Although the entire staff at Yellow Point is active in A.D.C., the brunt of the job for the past 3 years has been borne by the faithful foursome in the picture above, who are from left to right, Observer Betty Will, Chief Observer M.G. Hill, Observers Bunty and Barbara Biart.

Bunty Biart attended the aircraft recognition instructors' course held recently at Qualicum Beach and took first class honors. At the present time, the guests at the lodge sometimes are quite surprised to find the entire staff studying aircraft recognition in a group during the late hours of the night, under the capable direction of Miss Biart.

Chief Observer Hill served in the last Great War and has a son who was wounded and captured by the Germans while serving with the Seaforth Highlanders of Canada in Italy. The Misses Biart have a very personal interest in this war too, as their Father is also serving with the Canadian Army.

NEW OBSERVERS

Mr. and Mrs. F.R. Pedersen, pictured at right, are busy west coasters. Mr. Pedersen spends each day at his small logging operation, while Mrs. Pedersen runs the general store and post office.



These duties, however, have not kept them from accepting appointment as Official Observers in the A.D.C., and reports being turned in by them prove that they are right on the job.

Welcome to the A.D.C. ranks, Mr. and Mrs. Pedersen, and keep up the good work!

EX R.S.M.

Mr. J. C. Rathbone, pictured at right who is A.D.C. Chief Observer at Shawnigan Lake, Vancouver Island, B.C., although still a young man, is a veteran of two great wars. From 1914 to 1918 he was with the 43rd Cameron Highlanders of Winnipeg and was only recently discharged medically from the 2nd Battalion Canadian Scottish Regiment, in which he served as Regimental-Sergeant-Major. He is, however, still well represented in this war, as he has a son and daughter, both in the R.C.A.F.



Mr. Rathbone recently took time off from his duties as Postmaster at Shawnigan Lake and was one of the successful attendants at the aircraft recognition school for instructors held at Qualicum Beach. He has since completed a very successful and enthusiastically received series of evening classes for his fellow Observers, who are consequently all quite expert now at aircraft recognition.

Like many others, it is a source of annoyance to Mr. Rathbone that "they won't have me any longer" in active service, so rather than become completely inactive from a defense standpoint, he has organized and maintains a very efficient A.D.C. post.

WEST COAST WATCHERS

Pictured at left are Father P. J. Sheahan, Chief Observer, and Observer George L. Smith, two enthusiastic members of Aircraft Detection Corps, on the west coast of Vancouver Island.



Father Sheahan has a "roving Commission" within the corps; his parish covers many miles of rugged coast and lonely inlets, and throughout this area A.D.C. depends upon him to keep contact with appointed

Observers, and to pass the word along when new residents arrive who might act as Observers.

George Smith (above) is a lightkeeper at an extreme west-coast point on Vancouver Island, and has a full-time job. This has not prevented him from keeping a sharp look-out for aircraft. Not long ago, he was able to give assistance to the crew of an RCAF aircraft, lost and forced down in bad weather near his light. He knows the west coast well, having been at this light for the past year, and having spent 6½ years in other light-houses on the coast. To facilitate reporting, he has moved his telephone along with all necessary material for reporting, to the porch of his house.

LIFEBOAT STATION OBSERVERS

At Tofino, on the west coast of Vancouver Island, is located a very efficient Lifeboat Station operated by the Department of Transport, Lighthouse Division.

The Station was established in 1906 with a light crash-boat, and an auxiliary crew, and it was not until 1918 that a full 24-hour service was established, with the present power-boat. A tribute to the pride taken by the crew in their vessel is the fact that it looks



like new, although built in 1913.

Coxswain A. MacLeod has been in charge for the past 19 years, and can tell endless experiences of searches and rescues in the wild Pacific which, although routine to him, are as exciting as any sea story ever written. In 1943, when Aircraft Detection Corps was expanding, it was logical that Coxswain MacLeod be appointed as Chief Observer, and that his crew be appointed as Observers for the maintenance of 24 hour watch over our aircraft. This Chief Observer location has since proved one of the best in Western Air Command.

Since aircraft have become numerous on this coast, searching for those that have become lost has become an established function of the Lifeboat Station, and their assistance has been, and is greatly appreciated by the R.C.A.F.

Pictured above at left is Coxswain A. MacLeod, and Observer Jack MacLeod, who has been 30 years in the Life-saving Service. At right is the lifeboat manned by the crew on duty at the time of a recent visit of an R.C.A.F. A.D.C. Officer.



WELL KNOWN OBSERVER

Mrs. J. D. McIntosh, pictured at left, is well known to many West Coast Observers. During her 27 years on the Coast she has gained the admiration and respect of all who have met her. A.D.C. is proud to have Mrs. McIntosh join the ranks of Official Observers in the Aircraft Detection Corps.



AT CAMPBELL RIVER



One of the first Official Observers appointed in Western Air Command Aircraft Detection Corps was Mr. Carl O. Thulin, the happy looking man at the left, of Campbell River, B.C., who was enrolled in July 1940. As the Corps expanded, he became Chief Observer in August 1942 and subsequently Regional Director for the entire area in February, 1943.

The name "Thulin" has been a byword throughout the Gulf of Georgia for many years because Mr. Carl Thulin's father was the first settler at Campbell River, and he and his sons have been the leaders in the community ever since.

Observers in the Campbell River area have been involved in many incidents wherein valuable assistance has been rendered to R.C.A.F. aircraft, both while airborne and after having been forced down. Much of the credit for the splendid spirit displayed by Observers in this area goes to Mr. Thulin, who has given generously of his time and energy to create the fine organization which exists.

With Mr. Thulin in the picture above, is Official Observer Ross McLeod, who is employed in Mr. Thulin's hardware store. Ross very capably represented Campbell River at the Aircraft Recognition course for instructors, held recently at Qualicum Beach, and is now busy passing the "gen" along to his fellow Observers, and from all reports they are absorbing it in a hurry.

A REAL "OLDTIMER"



An old-timer in the north-country is Chief Observer Archie A. King, of Port Alice, B.C. He spent ten years in Whitehorse and Dawson, Yukon Territory as a Telegraph Operator, and altogether has "knocked around" the West Coast of Canada for the past 25 years. In Port Alice, where he has resided for the last 16 years, Archie is in charge of the Radio Station operated by the B.C. Pulp and Paper Com-

pany Ltd.; he has made his office very attractive by the hanging of lovely pictures of the North Country on almost all available wall-space. Archie is one of our original Observers on this coast, and his loyalty to Aircraft Detection Corps, despite the extremely few contacts with him by A.D.C. Officers, is very gratifying.

GOOD CITIZENS

People who make their homes overlooking the vast expanses of the mighty Pacific Ocean, seem to absorb some of its vastness of outlook; nowhere will you find more hospitable and kindly, tolerant, patriotic and friendly people. Despite lack of frequent contact on the part of ADC officers, due to inaccessibility, reporting of aircraft has been a "must" with these West Coast Observers, day-in, day-out for nearly four years. They, indeed, are "good citizens", in the truest sense of the word.



Pictured above are two of these people. At left is Alan Deacon, Officer in Charge of a well-known Dominion Department of Transport Wireless Station at an extreme West-coast point. He has been with the Department of Transport for the past 22 years on the West Coast, and is a real "west-coaster". In the war of 1914-18, he saw service in the Royal Flying Corps, and would give a lot to be back flying again in this war. At right is Mr. R. Spouse, Engineer at the Wireless Station, a keen A.D.C. Observer. Mr. Spouse has been at this location for the past 20 years and is very proud of his long service with the Department at this point.

Mr. Deacon is Chief Observer for the Wireless Station, and under him, the A.D.C. organization functions smoothly and well.

VISIT TO PAT BAY



On Sunday, 18th June, 1944, a group of Observers from the Cowichan Bay, Cowichan Station, Cobble Hill, Maple Bay, Shawnigan Lake and Bamerton Chief Observer areas on Vancouver Island, who are pictured above, were guests of the Commanding Officer, R.C.A.F. Station, Patricia Bay, B.C.

All arrangements for the visit were made by Associate Regional Director Mrs. P. Springett with the assistance of Chief Observers Mrs. E.M. Considine, Miss M. Melrose and Mr. J.C. Rathbone. The party assembled at Duncan, from

whence it proceeded by chartered bus to Patricia Bay. On arrival at the station, the visitors were welcomed by S/L W.B. Purvis, Senior Admin. Officer, F/O Holland, W.A.C. A.D.C. Officer and Flt/O J. G. Turner, Senior W.D. Officer, who are standing left to right in the centre of the photograph.

The party was divided into four groups, each of which was conducted by a Fighter Sector Sergeant. The tour of the station then commenced and all the various types of aircraft were thoroughly examined externally and internally by the interested Observers. From hangar to hangar and squadron to squadron the trek continued until after approximately three hours of tramping, the party began to painfully realize that an R.C.A.F. Station covers a lot of territory. However, luncheon in the Officers' Mess soon revived the weary visitors, after which they departed, feeling at least a little wiser and somewhat awed by the immensity of the establishment.

The net result, it is believed, is a feeling of closer relationship between the R.C.A.F. and its auxiliary, Aircraft Detection Corps.

CO-OPERATIVE CONSTABLES

As has been stated in previous issues of "The Observer", B.C. Provincial Police Detachments are more often than not, actively engaged in the work of the Aircraft Detection Corps. In this respect, the Campbell River Detachment is right at the top of the list. Chiefly responsible for fostering the existing spirit of enthusiastic co-operation is the popular Detachment Commander, Constable M.N. Mac-



Alpine, whose picture appears above at right.

Constable MacAlpine was placed in charge of the Detachment at Campbell River shortly after entering the Force in 1933 and has been there ever since, much to his own satisfaction, and even more so to the satisfaction of the citizens, the A.D.C. reporter was informed.

In addition to handling all local police matters most capably, and taking a regular A.D.C. watch, this four-man detachment operates the police launch "PML 9" which is responsible for patrolling 14,000 square miles of territory. During their travels, many A.D.C. contacts are made throughout Regional Director C.O. Thulin's area, all reports being made to the latter. It was during one of these patrols not so very long ago that the constables aboard the "PML 9" noticed two R.C.A.F. medium bombers "ditching" in the water several miles away. By flashing an aldis lamp they were able to attract the attention of a civilian seaplane, which was in the vicinity, and directed it to the scene of the ditching. Net result was the saving of six lives, lion's share of the credit for which goes to the alert constables of the Campbell River Detachment, whom A.D.C. and R.C.A.F. as a whole, salute with pleasure and pride!

WHAT HAPPENS TO YOUR REPORT

(This is the final of a series of four articles submitted by Eastern Air Command dealing with the activities of Aircraft Detection Corps and its members.)

When an Aircraft Detection Corps Observer sees or hears an aircraft, he or she immediately goes to the telephone, telegraph or wireless station and asks the operator for "Aircraft Detection Corps."

The operator connects the Observer with the correct Reporting Centre for the area concerned.

The Observer reports the code name of his Observation Post Area, whether the aircraft was seen or heard, the direction in which heading, distance and location from Observation Post, the number of aircraft, height and type, time of observation, any special details noted and concludes by giving Observer's name.

The Reporting Centre forwards the report via R.C.A.F. communication system to a Filter Room, where all reports are plotted on a large horizontal map.

Each aircraft is represented on the map by an arrow pointed in the direction of flight. As reports are received additional arrows are placed on the map, forming a track indicating the progress of the aircraft across the country.

The series of arrows, or tracks, represent different aircraft flights, each of which is identified. One track may be identified as a trainer on a cross-country flight, another may be a transport plane or a fighter aircraft. Air Force, Navy and Army officers watch the progress of each flight as it is shown by the arrows and symbols on the map.

When tracks of supposed enemy or strange planes appear on the map, fighter aircraft are sent into the air and directed by radio until they are brought into contact with the unknown aircraft.

In case of presumed enemy raiding aircraft, an officer notes the direction in which the raiding force is progressing and warns designated Air-Raid Precautions authorities and service units who would immediately black-out the endangered areas and take the necessary defensive action.

Reports from A.D.C. Observers are of great assistance to the R.C.A.F. by helping them to keep in touch with aircraft which may have got off course and which can then be directed by radio to one of our own airports.

THE LIBERATOR

THE LIBERATOR:-

Liberators far from being just a warplane, have been availed upon for other duties. A specially prepared Liberator was used by Prime Minister Churchill on several of his memorable flights, including those to Moscow and North Africa. A record for the fastest flying time around the world is claimed to have been made by a B-24 of the U.S. Army. It is also used in large numbers by the Americans as a long range transport particularly on the Atlantic route.

The Liberator has proved itself to be a good aeroplane, successfully employed as a bomber by the U.S.A.A.F.

It is a shoulder high wing, four engined monoplane with twin fins and rudders, and a retractable undercarriage. The deep nose has a cockpit half way along the top line and ends in a large glazed blunt tip. The four radial engines are underslung in oval nacelles, from a shoulder high wing. The fins and rudders have large rounded tips, joined by parallel edges.

REPORTING PROCEDURE

(Submitted by Eastern Air Command)

It has been noted at Aircraft Detection Corps Headquarters during the past few weeks that some Observers, when reporting, have neglected to include their Observation Post Number (example Hilltop 246, Gravel 326, etc.). Due to the fact that the Observation Post Number is a map reference and is used to plot your report on the control map, it is most important that all Observers state their allotted Post Number with every report.

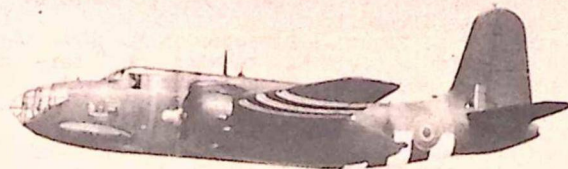
It is also noted that in some instances the Official Observer Report Form (R-112 revised), has not contained as much information and detail as required. An example of the proper way to fill out this form regarding submarine sightings and aircraft reports is clearly demonstrated on Page 10 of the April issue of "The Observer". (See also Page 20 and 21 in the Official Handbook.) It is of greatest importance from an operational point of view that the report given to your Headquarters be as complete and accurate as possible.

Some instances have occurred where Observers have mailed in their reports instead of relaying them by telephone, telegraph, or wireless. Reports such as these are of no operational value and must be avoided whenever communication facilities are available.

Evidence that most of our Observers are "on their toes" has been proven - we are depending on each one of you to keep up the good work.

How to Ensure a Good Report:

- (a) Ask for "Aircraft Detection Corps".
- (b) Give Observation Post name and number in full.
- (c) State whether aircraft seen or heard.
- (d) Aircraft heading should be given as North, South, Northwest, etc., as applicable.
- (e) Distance estimated in miles. Location of plane from observation post stated as North, South, East, Northwest, etc. Number of planes given as four, height of planes, "low, medium, or high".
- (f) Type of plane - give number of engines, also whether monoplane or biplane. Time of observation - always state local time.
- (g) Any special information such as: engine sounding as though missing, smoke coming from engine, flying low, name of aircraft, if identified, number and markings, if seen, also any unusual incidents may be given under this head-



(A Boston medium bomber in which many Canadian airmen are attacking enemy objectives in the Normandy battle area and destroying flying bomb sites in the Pas de Calais area of France.) (RCAF PHCTO)

AN AIRCRAFT IS MISSING

This article, submitted by Western Air Command, was built up from facts surrounding an actual search conducted for a missing aircraft some three months ago. Its purpose is to give Observers an insight as to what happens when their reports of "Aircraft in Distress" are received.

What is known as "normal routine", was proceeding in Flying-Control and Air-Sea Rescue section, Western Air Command. Symbols on the boards showed routine and training flying to be proceeding as usual, weather fairly good - no unusual factors. A casual visitor would have compared the scene to that of the business-office of a large commercial firm.

Without any apparent discussion, suddenly all eyes seemed to be focused upon one small section of the board which indicated that a training fighter aircraft had not returned to base at its "estimated time of arrival". Immediately, the Senior Flying Control Officer on duty was in touch with the base by telephone, only to find that they had been out of contact with the aircraft for some time. A note of tension seemed to creep into the discussions, and this noticeably increased as it became obvious that the aircraft was running near to the known limit of its gasoline "endurance". Quickly the A.D.C. reporting center was checked for a possible "track" of the flight of the aircraft; nothing concrete here - its course had mainly been over mountains and the sea. The staff really went into high-gear now, checking all bases to be on the alert for its possible landing there, placing all radio receiving sets on "listen" on the frequency used by the pilot, keying up the search-facilities to a readiness for instant action.

An hour went by - the aircraft must be down somewhere - but where? The feeling of frustration grew and grew; it did not take much imagination to visualize the pilot perhaps badly injured, alone and helpless in deep bush or on some mountain side. The deep-rooted human instinct to give urgent aid to human hurt made this hopeless waiting almost unbearable. No word from any source. If only this pent-up feeling could be expended in action, but a blind search in so large an area, would be like fighting a pillow.

Suddenly, an emergency report from an A.D.C. Observer. A column of smoke suddenly appearing near the summit of Mount Hallowell, north of Halfmoon Bay - here at last was action. Within minutes aircraft were speeding from the nearest base to "blanket" the area in the fastest possible way to search from the sky. An officer called back the Observer who made the report to get more complete details, and continuous contact - ground to air - was maintained with the pilots of the searching aircraft. Source of the smoke was located, but its reason was less clear. Yes, the pilots felt that it could be the missing aircraft.

The A.D.C. Regional Director in the area was now contacted. Could he, knowing local personnel and conditions, arrange a competent search-party to start immediately for the scene? Yes, he could, at once. He would have the pick of his "bush-wise" loggers from his logging operation ready to go by the time the Senior Air-Sea Rescue Officer arrived by aircraft - within the hour.

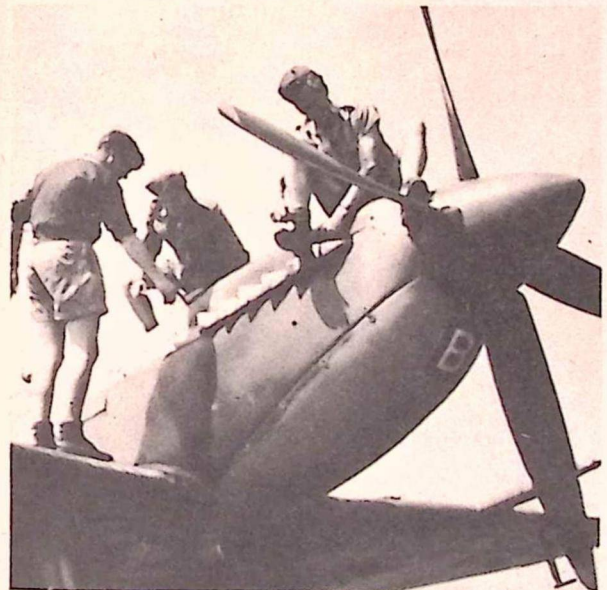
At 1500 feet elevation, the party of 16 ran into rain and fog; the going was slower, and snow began to appear. From there to the scene of the search, at 4000 feet, the snow progressively got heavier, and in the area to be

searched, was 4 feet deep. The party fanned out, and by keeping visual contact were able to positively determine that the missing aircraft was not here. Theory of the smoke cloud was deceptive atmospheric conditions surrounding the mist rising in a cloud from the steep mountain stream on the warm day, as it flowed through the snow. Photographs taken from the searching aircraft had confirmed rather than discounted the smoke theory. The party dejectedly wound its way down the mountain.

Back at Headquarters, in the meantime an appeal was put out over all Commercial Radio stations, and reports were pouring in as people started to think back over things they had seen and heard which just might have been an aircraft in trouble about the time this one was missing. Every single report, no matter how vague, must be rundown and investigated; a flare seen here might only have been a falling star - a white object on the mountain-heights, upon investigation, to be a hydrographic survey marker. A day went by - the volume of reports dropped off fast, but no clue to the missing aircraft. Next-of-kin were advised, a pall of sadness lay heavy over the station where the aircraft had been based, particularly among the pilots in the fighter squadron who had lived and played and flown with the missing pilot.

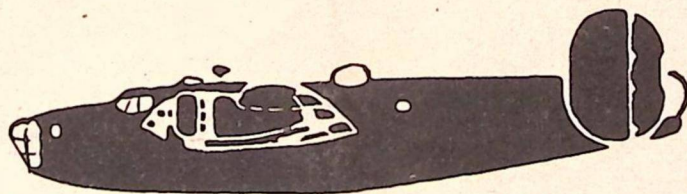
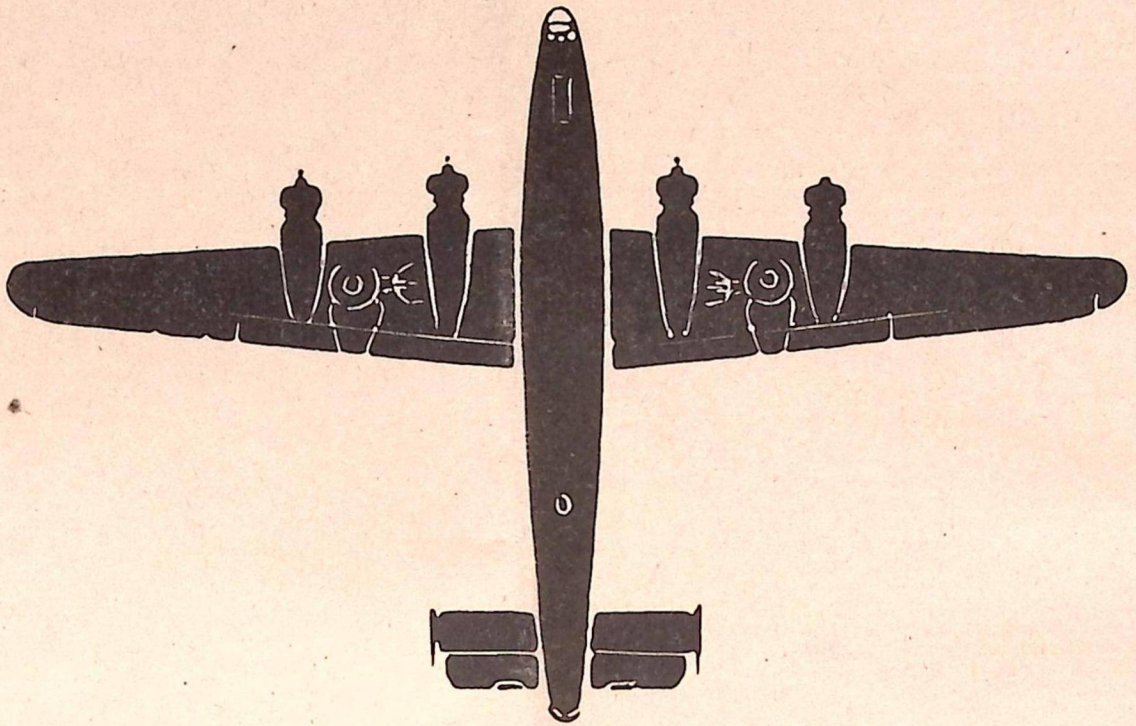
There is no "happy ending" to this story. More than three months have gone by and despite the fact that every possible action has been taken in investigating all leads, the aircraft is still missing. It may be that months or years from now some trapper or timber-cruiser will stumble on the crashed aircraft in the lonely bush; or that some identifiable portion of the plane will be picked up in the seine of some deep-sea fisherman.

Purpose of this true story is twofold. To inform members of A.D.C. of action taken, in most cases, as a result of their reports; secondly, to stress again that Observers should NEVER hesitate to report an aircraft that seems to be in difficulty. In many instances, reports from the general public are vague, slow in coming in, whereas Flying Control Branch have again and again commented upon the speed, clarity and informativeness of A.D.C. Observer's distress reports.



Servicing an R.C.A.F. Spitfire in Italy.

THE LIBERATOR



988-733.11