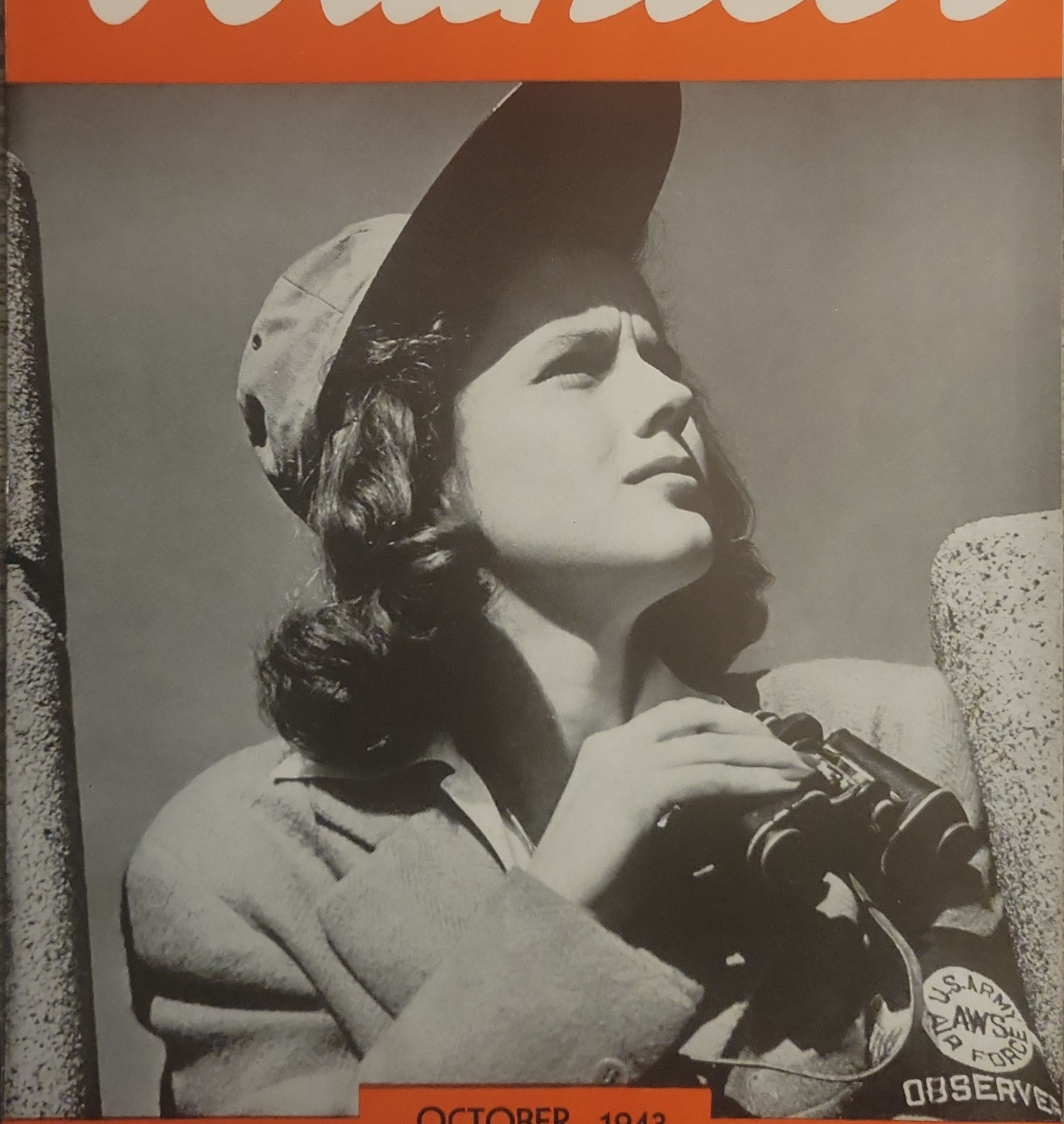
AIRCRAFT WARNING

Volunteer



OCTOBER, 1943

AIRCRAFT WARNING
Volunteer

Vol. 1 OCTOBER, 1943 No. 5

Editorial

There is a saying in baseball, as old as the game itself, that "the game is not over until the last man is out."

It may seem a far cry from baseball to the present war, but there is a definite analogy. Regardless of how successful our military operations in Europe may be, and how encouraging the news from the front, we are not in the ninth inning and the last man is far from out.

All this is preface to the main issue: Are we to allow apathy and lack of interest to play into enemy hands by relaxing our guard at home—or will we continue to maintain our home defense "just in case"? The answer is obvious. In spite of boredom, in spite of overconfidence, in spite of everything, the Aircraft Warning Service must and will carry on as long as it is in the interest of the country to so do.

And, lest there be some who feel that it is a "waste of time"—that "there is no longer the slightest danger of bombing or invasion; let us get rid of this wasteful and retarding defense setup of ours," as a noted playwright phrases it—let it be pointed out that as long as Germany remains undefeated the possibility of bombing exists. It might be suggested further that strategy is a matter best left up to the Army and Navy which, measured by the success attained thus far, would seem to have done pretty well.

But aside from serving as a warning agency in case of threatened aerial raid, it should be borne in mind that AWS has not remained static. Its scope has been broadened until today it is saving thousands of dollars in equipment and countless lives by functioning as an adjunct to the air safety program. Further, it has been broadened today to become a vital cog in the machinery of training pilots of both fighter and bomber planes for future service in combat theaters. Realization of these two functions of AWS alone should be sufficient to make the individual in the service realize full well that his time is not "wasted."

There will come a day when the advent of Peace and Victory will do away with the necessity of maintaining AWS. There may even come a day when military strategy will make it possible to greatly curtail operation of the system. But when that time comes the orders which abolish or curtail AWS will come from responsible military authorities—not from street corner strategists who, however unwittingly, are playing directly into Axis hands by deriding and belittling the service.

Every individual member of AWS may be assured that rumors and idle statements have the same value as the signature on an anonymous letter. As thinking, patriotic Americans, whose patriotism has been demonstrated by their loyal work in AWS, they will reach no other conclusion. They will remain for the last out in the ninth.

★ ★ ★

Table of Contents

Cover: 1st Air Force Photo by Hugelmeyer

Editorial ..... Page 2

"Hints for Air Spotters" Distributed to G. O. C. ..... Page 3

As the Royal Observer Corps Sees Us ..... Page 4

"Wing Talk" from Collier's Lauds Aircraft Warning Service ..... Page 5

Observation Posts . . . Here, There, and Everywhere. Pages 4-5

Review of Aircraft Recognition Test No. 2 ..... Page 6

Aids to Better Spotting and Plotting ..... Page 7

From the Top of Maine to the Tip of Florida ..... Pages 8-9

Study These Six Planes Carefully ..... Pages 10-11

Concerning Conventions, Fairs, and Aircraft Recognition ..... Pages 12-13

The Poet's Corner ..... Page 13

Variety ..... Pages 14-15

Aircraft Recognition Test No. 4 ..... Page 16

THE AIRCRAFT WARNING VOLUNTEER
VOL. I, NO. 5 OCTOBER, 1943
Edited and published by
I FIGHTER COMMAND
Mitchel Field, New York
for the
Ground Observers and Information and Filter Center Workers of the Aircraft Warning Service of this Command.
Brigadier General Glenn O. Barcus, Commanding General

"HINTS FOR AIR SPOTTERS"

Distributed to G.O.C.

Soon every member of the Ground Observer Corps will have a copy of the valuable and useful little handbook "Hints For Air Spotters." Prepared for and in cooperation with the Aircraft Warning Service, I Fighter Command, by the Soft-Lite Lens Company, it describes some of the duties of the spotters and gives the forms and routine of Army Flash and Red Flash messages. Attractively presented, compact and handy, this booklet will be found helpful by the GOC.

One of the sections of this booklet is particularly timely. Entitled "To Keep Your Observation Post Efficient," it lists eight items which play an important part in assisting the operation of an OP. Here they are:

(1) Keep log book, telephone and clock together on a convenient table.

(2) Electric light low over writing table. Low wattage lamp hooded for dimout.

(3) Bulletin Board well displayed, with bulletins up to date. Check it daily.

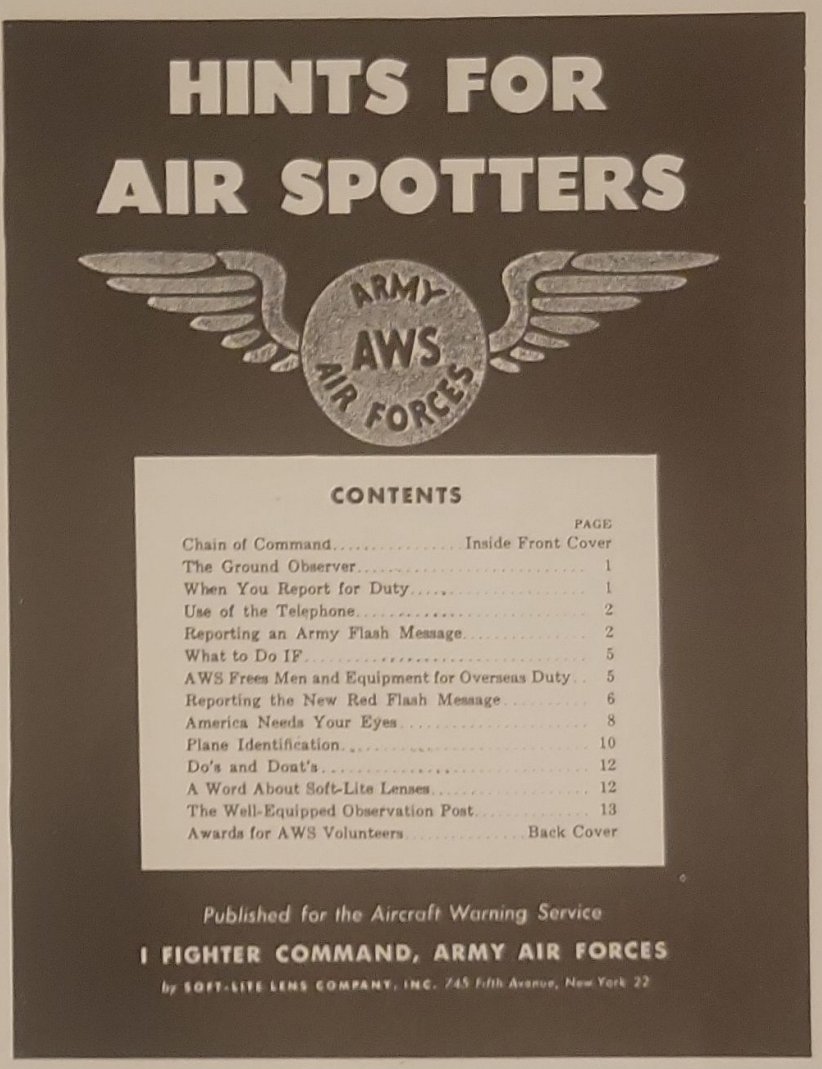
(4) Keep windows clear and clean. Posted compass points and landmarks help give direction and distance quickly.

(5) Handy cabinet holds coffee-maker and other utensils.

(6) Flashlight and binoculars handy. Don't use them more than is essential.

(7) Know your planes. Post recognition charts for constant reminder and study. Many posts hang miniature models from the ceiling.

(8) Take pride in your OP. Keep it clean—don't litter the floor. Keep broom, dustpan and wastebasket conveniently placed. Dispose of garbage regularly.



Above: The cover of the new and useful handbook for spotters recently distributed to I Fighter Command's Ground Observer Corps. Left: This artist's drawing of a model OP interior appears in the handbook.



This section also notes, "Every Observation Post differs. But each one should have the minimum equipment pictured here (see accompanying illustration). Not shown are the Observer's Register Sheet which should be conveniently placed; other chairs and table; stove for winter; other usual items of equipment."

In addition to these, we might add that a well-regulated post should have its authorization, Form 110 and a plainly marked orientation chart. First aid material is also a handy adjunct.

"Hints for Air Spotters" conveys information on the chain of command within the Ground Observer Corps, on reporting the new red flash message, and some pertinent "Do's and Dont's." Other section headings include "Reporting an Army Flash Message" and "Plane Recognition." The new AWS awards are also pictured.

As the *Royal Observer Corps* Sees Us

Britain's worthwhile publication "*The Aeroplane Spotter*" is packed full of interesting and up-to-the-minute information on world-wide progress in aircraft design and development as well as excellent material on aircraft identification.

Of special interest to members of the Aircraft Warning Service in this country is the article "The U. S. Ground Observer Corps System" which appears in an issue recently received.

"During the past two years, the U. S. A. has been building up an intricate observer and plotting system as part of its defenses against possible air attacks by the Axis," the article begins. "Like the Royal Observer Corps, the Ground Observer Corps has to report and keep track of all aircraft over coastal and certain inland areas of the U. S. A. to supply U. S. A. A. F. Fighter Commands with information . . ."

Giving a nod to the faithful Filter Center volunteers, the article states, "Because the U. S. Filter Centers are furnished in advance with the flight plans of all military, naval and civilian aircraft flying in or through their areas the information supplied by the observation posts is sufficient to keep track of all friendly aircraft while the system would immediately show the presence of hostile aircraft."

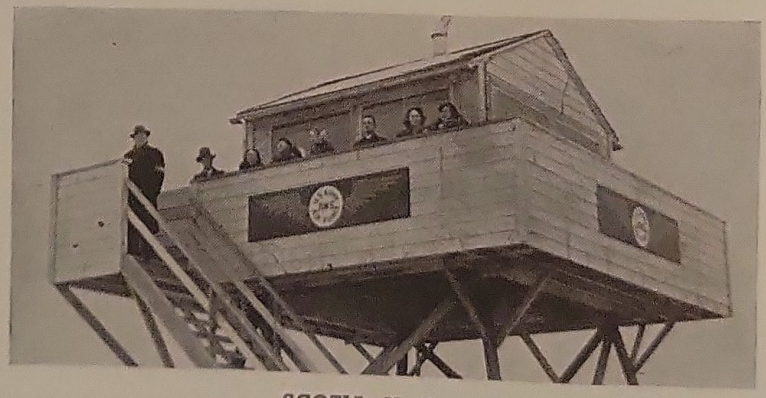
The importance of aircraft recognition also receives comment. "Aircraft Recognition is rapidly rising in importance in the Ground Observer Corps, and each observation post now has its own 'Recognition Officer' . . . efficiency in aircraft recognition is increasing rapidly."

In telling members of the Royal Observer Corps how the real Americans of our Aircraft Warning Service literally have "gone to town" when it comes to OP construction, the article points out, "Observation Posts have been established at many points in the U. S. A. since December 7, 1941. Most of them owe a lot to local ingenuity in their design and construction."

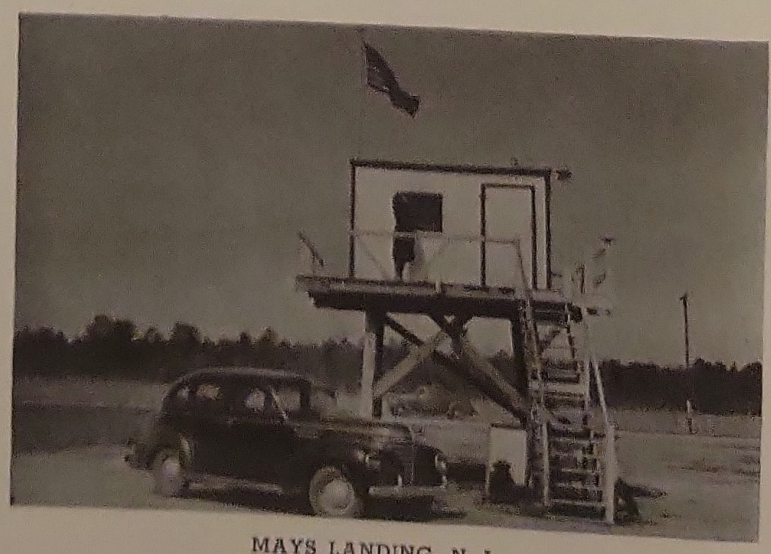
Observation Posts . . . Here,



FREEPORT, ME.

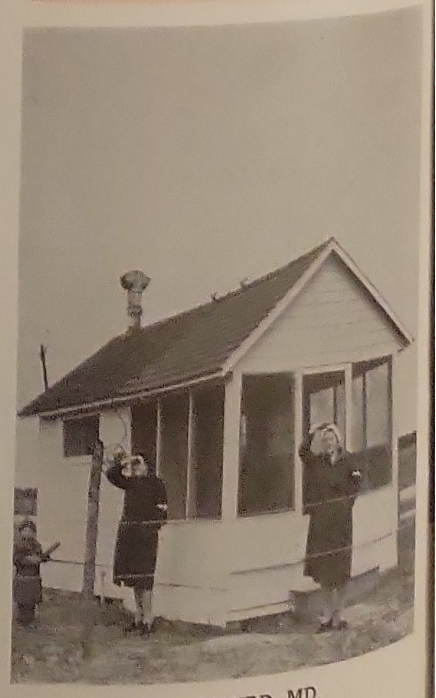


SCOTIA, N. Y.



MAYS LANDING, N. J.





SNOW BIRD, MD.

"WING TALK" from Collier's Lauds Aircraft Warning Service

(Reprinted with permission from Collier's Magazine)

Most of us by this time are familiar with the marvelous volunteer organization of civilians allied with the Army Air Forces over thousands of square miles of United States territory, functioning as the aircraft-warning system. But it is not so well known that the men and women of this vast, telephone-linked network have already furnished priceless service of another sort—an undisclosed number of rescues, and valuable information in the search for lost airplanes.

Not many days ago, two heavy, speedy Army fighter planes left an Eastern airdrome. At the controls of one was a young lieutenant who had logged only 10 hours in this type of thundering warbird. The other's book showed a mere eight hours in the "hot" model. Weather: fair to poor. Then, unexpectedly, the weather shut down, and they were far from the field.

Radio still linked the two pilots to the ground, and they asked for advice.

"Stay high," came back instructions by radio, with a message which included a compass heading for them to follow. Then a radio circuit to the nearest air defense wing information center was established and AAF officers began to watch the big operations board on which aircraft positions are maintained 24 hours a day.

As one phone call after another buzzed in from ground observers who could see no planes but could hear engines, movable arrows traced a course across the great map in line with the direction the lost fliers had been instructed to take.

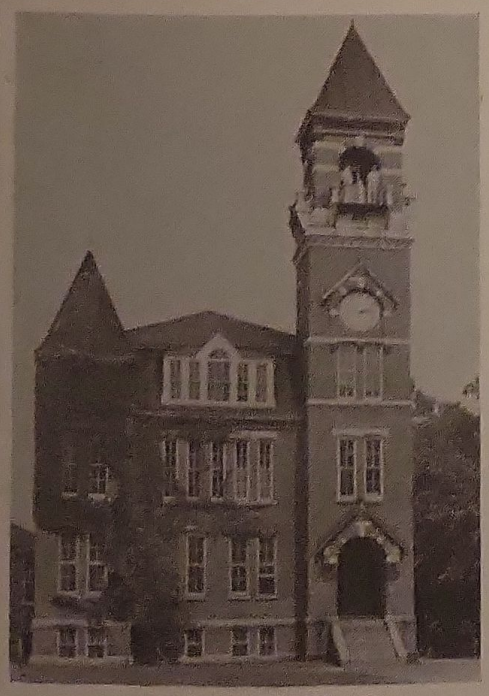
In the operations room, officers sized up the situation. Altitude? Mountains? Ceiling and visibility at near-by available airports? A lower altitude and a new course to fly were flashed by radio. The planes were clear of the mountains to the north.

More ground-observer phone calls and more arrows across the map. The planes were on the new heading. The combination of information from listening spotters on the ground and radio messages to the planes finally led them over a military airport, where they landed safely.

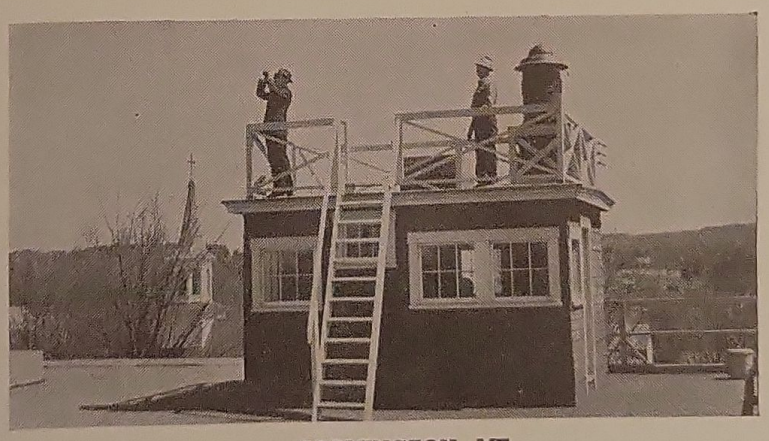
Such civilian-Army teamwork also explains why the Air Corps and the Navy many times know almost exactly where to start search procedure for planes that take off and don't come back.

There, and Everywhere

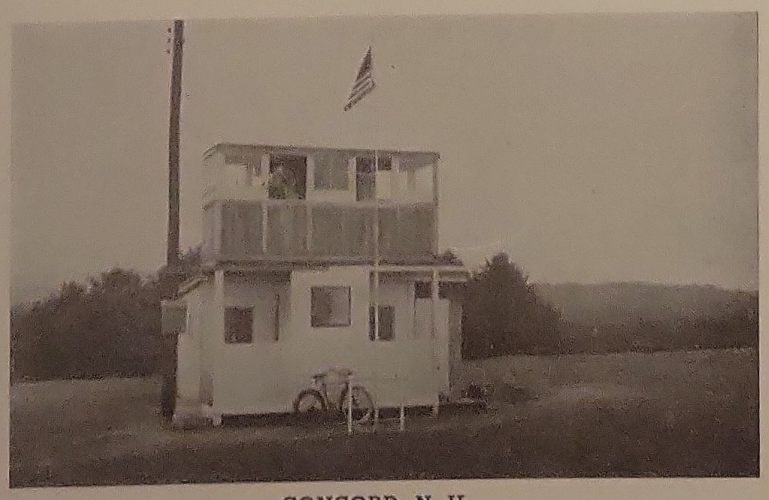




MILLER SCHOOL, VA.



FARMINGTON, ME.



CONCORD, N. H.



SEYMOUR, CONN.

REVIEW of AIRCRAFT RECOGNITION TEST No. 2

Dear Contestants:

Well, you've done right well with Test No. 2. Your replies poured in all during the month of the contest. The number of OP's submitting correct answers also has grown over the number ringing the 100 per cent bell on Test No. 1. Look at the list on this page. It is evident that I Fighter Command's volunteers are real recognition enthusiasts.

Unlike the first test, there was no "stickler" in Test No. 2. Similarly, though, most of the errors were made on the same silhouettes. A rather strange coincidence is revealed in the fact that in many cases the entry was completely correct from planes 1 to 15 with misses chalked up for 16, 17 and 18—all three of them.

The majority of the errors were made on plane No. 15, the B-25 Mitchell bomber. A very high percentage of replies identified only this plane incorrectly, thus eliminating their post from the winner's list. Most of the other errors were made on planes 13, the L-Type and 18, the Short-Stirling.

As announced previously, the replies to these Aircraft Recognition Tests should be the result of group effort with the answers arrived at after thorough discussion. Several sets of answers have been received which are obviously the work of individuals. One such reply contained no less than *eleven* errors! So please "get together" and send in only one set—the set which represents your post.

It is gratifying to note that in line with the greater volume of replies received, *all* the states in the I Fighter Command are well represented. Incidentally, this volume of mail is so heavy that we are not able to engage in correspondence with individual contestants. We're sure you airplane enthusiasts will bear with us and appreciate the clerical problems of an overworked army office.

Keep trying! And the best of luck to you all in Test No. 3 and in No. 4 on the back page of this issue.

ANSWERS TO TEST No. 2

1. Vindicator
2. A-20
3. P-40
4. Dauntless
5. SM-79
6. B-24
7. O-52
8. Helldiver
9. A-20
10. Junkers 52
11. Marines
12. B-17
13. L-Type
14. P-51
15. B-25
16. Wildcat
17. Zero
18. Short Sterling

100 Per Centers:

CONNECTICUT
Essex
Greenwich
New Haven
Newtown
Westport
Windsor Locks

FLORIDA
Fort Myers
Hollywood
Raiford (State Prison)
Stuart

GEORGIA
Plant Arkwright

MAINE
Bangor
Belfast
Calais
Caribou
Cherryfield
Farmington
Guilford
North Jay
Rumford
Seal Harbor
Sidney
Stonington
Waterville
Wells
Wiscasset

MARYLAND
Dorsey
Easton
Hudson
Newark
Smithsburg
Woodstock College

MASSACHUSETTS
Charlemont
East Freetown
East Dennis
Greenfield
Halifax
Leeds
Middleboro
Palmer
Reading
Southboro
Swansea
Mattapoisett

NEW HAMPSHIRE
Farmington
Franconia
Gilsum
Pittstown
South Merrimack
West Thornton
Wolfeboro

NEW JERSEY
Allaire
Allentown
Atco
Butler
Cape May Court House
Caldwell
Dunellen
Elmer
Florence
Freehold
Haddonfield
Keyport
Lyndhurst
Mt. Olive Twp. (91-B)
Newark
New Egypt
Plainsboro
Pittstown
Risley

NEW YORK
Albany I. C.
Auburn
Bangor
Callicoon
Essex
Fort Edward
Hannibal
Jamaica
Lloyds Harbor
Little Falls
Meredith
Middleburgh
New Berlin
Norton Hill
Otisville
Poughkeepsie
Rhinebeck
Richfield Springs
Roxbury
Sayville
Selkirk
Valley Stream
Vernon
Wading River
Wassaic State School
Weedsport
Worcester

NORTH CAROLINA
Belhaven
Falkland
Shannon
Willard

PENNSYLVANIA
Boyertown
Berwyn
Catasauqua
Chester
Christiana
Ephrata
Fogelsville
Hamburg
Harrisburg
Lancaster
Lebanon
Lehighton
Middletown
Stroudsburg
Sugartown
Summit Hill
Schnecksville
Weatherly
West Grove

RHODE ISLAND
Ashaway
Clayville-Scituate
Jamestown
Narragansett

SOUTH CAROLINA
Summerville

VERMONT
Barre
Fair Haven
Glover
Manchester
Morrisville
Pittsfield
Randolph
South Hero

VIRGINIA
Aroda
Beaverdam
Boyce
Brockwood
Charlottesville
Claremont
Denhigh
Disputanta
Greenwood
Jarratt
Richmond Filter Center
Sparta

DATA ON TEST

New York was first in the number of entries with 18½% of the total received. The general average was high as approximately 69% of imperfect entries contained only one error.

AIDS TO BETTER SPOTTING AND PLOTTING

1	2	3	4	5	6	7	8	9			
Number of Airplanes	Type of Airplanes	Altitude of Airplanes	Were Airplanes Seen or Heard	Your Complete Observation Post Code Name	Location of Airplanes From O.P.	Distance of Airplanes From O.P.	Airplanes Headed Toward	Identity of Airplane	Do Not Tell Army Operator This Information		
Number? Few Many	Single-Motor Bimotor Multi-Motor	Very Low (Under 1000') Low (Under 5000') High (Under 15000') Very High (Over 15000')	Seen OR Heard		N NW NE W E SW SE S	Report Distance in Miles Only	N NW NE W E SW SE S	Use Standard Reporting Designation or Unknown	Date	Time	Observer's Initials
					If airplane is directly over O.P. or within ½ mile of O.P.—report Col. 6 & 7 as—OVERHEAD.						

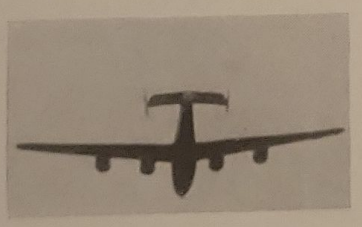
Progress in the Aircraft Warning Service is now spoken of in terms of achieving greater efficiency in the operation of the system and introducing refinements. The physical organization exists. Every step must be taken to assure the maximum effectiveness of that organization.

First of all, let's look upon the spotter and the plotter as a unit. The spotter makes the call, the plotter receives it and acts accordingly. Both of these operations should be a perfectly coordinated whole.

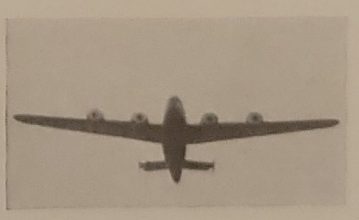
To do his part of the job right, the observer should begin every flash message with the word "Flash." With the issuance of the new log book, the observer should pay special attention to columns five (5) and nine (9). The post name and number must be given and, of course, the planes spotted must be identified if possible. Reproduced on this page is the heading of the individual pages in the log book. Naturally, every observer is expected to know this sequence and know it well.

It goes without saying that each plotter must be equally familiar with this reporting procedure. We have heard of instances wherein plotters have cut off flash message calls without waiting for the report of identification.

The matter of reporting height is another phase deserving extra consideration. Also reproduced on this page are silhouettes and charts which can be helpful in arriving at a better basis for calculating height.



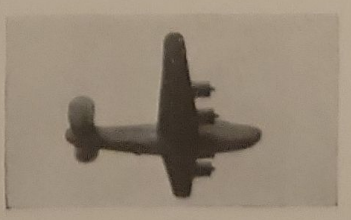
The B-24 Liberator heavy bomber at five different presentation angles. This plane has a wing spread of 110 ft. and a length of 66 ft.





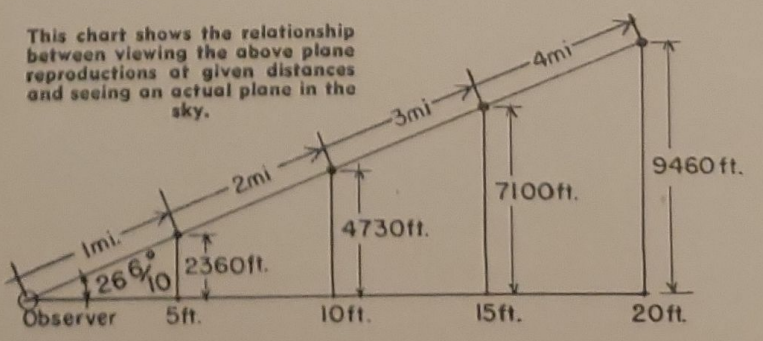
★ ★

Here's a little game you can play to sharpen your ability to judge distance. When the reproductions of the Liberator shown here are viewed from a distance of five feet, the plane appears as it would at a distance of one mile. The chart at the right provides a further guide. Now, step back five feet and begin playing.

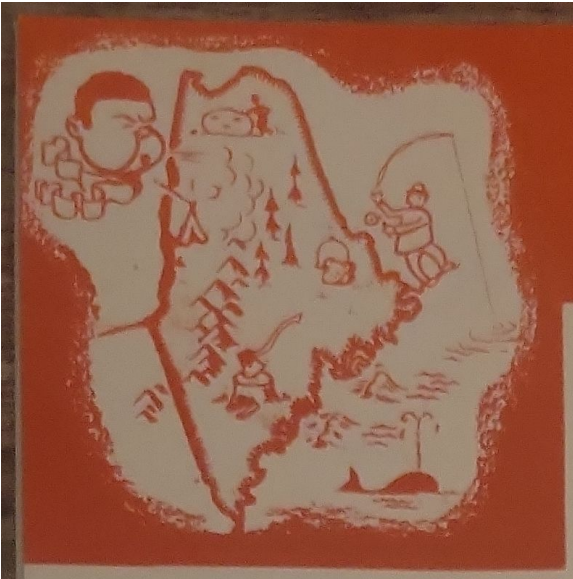




This chart shows the relationship between viewing the above plane reproductions at given distances and seeing an actual plane in the sky.



★ ★



...from the top of Maine

"BUSY BEAVER"

BUXTON, ME.—The "Busy Beaver" of the Aircraft Warning Service is Edward M. Elwell, chief observer of the post here. Seventeen years old, young Elwell not only has charge of the observation post but finds time to hold the following jobs: recognition officer of the post, chairman of the town salvage committee, member of Buxton War Bonds Council, the First Aid unit, chairman, of the Victory Book drive, chairman of the Russian Clothing Relief drive, custodian of the town Service Flag, lecturer and degree team master of the Saco River Grange, president of the Buxton Boys' Society, correspondent for the Sanford Tribune and Sunday Telegram, as well as the Boston Daily Post, and active in the York County 4-H clubs. Recently he won the county Sweet Corn championship.

RAGWEED, BEWARE!

NEW HAVEN, CONN.—And now it's ragweed! In addition to their other duties, observers on the Hamden observation post on Gaylord Mountain have undertaken the elimination of a patch of ragweed which they discovered near the post. For their efforts they received official commendation from Dr. Walter S. Lay, health officer.

THERE'S A METEOR

BRIDGEPORT, CONN.—Recently the American Meteor Society of Upper Darby, Pa., asked observers on the post here to aid it in compiling a count of meteors and shooting stars. The society asked for help on the grounds that so many astronomers had been pressed into service as teachers of celestial navigation to airplane pilots that there weren't enough left to participate in the society's census of astronomical phenomena.

CAN'T GET AWAY

CAMDEN, N. J.—C. G. Kane, Jr., had put in 272 hours as an observer on the observation post here when he was transferred by his company to West Chester, Pa. Shortly after he arrived at his new home, Kane was pressed into service as an observer there.

IT HAPPENED HERE

SCATTERED OPs, IFC—Observers in the I Fighter Command territory have been, in recent weeks, fugitives from fires; have turned in fire alarms, have dodged lightning and, in one instance, have even aided local police in apprehending law violators.

Mrs. Marie Robinson and her sister-inlaw, Mrs. Evelyn Robinson, were forced to flee from the post at Seaford, Del., when smoke from a nearby woods fire nearly suffocated them. They returned as soon as the smoke cleared away. Keen-eyed observers at Salem Willows, Mass., Naugatuck, Conn., and Palisades Park, N. J. spotted fires and by turning in alarms enabled firemen to extinguish the blazes in short order. Observers on posts at Tudor Hall, N. J., Chatham, N. Y., and New Vernon, N. J., were jolted but escaped injury when, as they were on duty, their posts were struck by lightning. At Belchertown, Mass., an observer brought about the arrest of a motorist seen attempting to drive his car down the middle of a field where no road existed.

GAME NIGHT

WADING RIVER, N. Y.—Approximately $125 to be used for the support of the Fort Wade observation post here, was raised recently at the annual game night and dance of the personnel of the post. During the evening the new AWS wings were presented to Chief Observer Carl Kemp and approximately 60 other observers.

NEW ENTHUSIASM

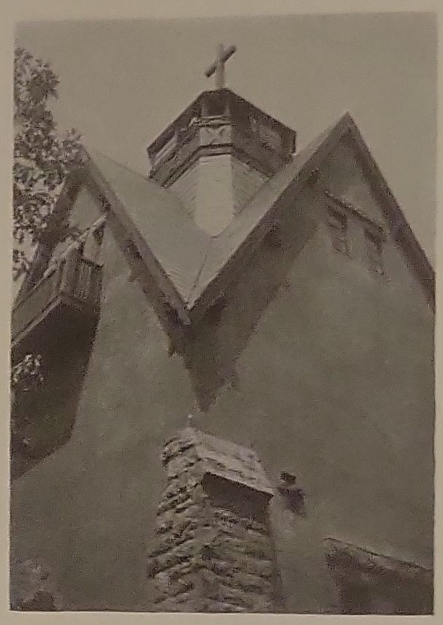
HYANNIS, MASS. — Winds which blow steadily here on Cape Cod have blown up new enthusiasm for Ground Observers with the advent of classes in aircraft recognition. Upwards of 100 persons have graduated from the classes conducted by Roger Allen of Hyannis. Miss Harriett Chace of Osterville reports 60 graduates on her post. At Buzzards Bay, where Albian Jewell has been in charge of classes, 40 persons have received recognition certificates.

FAVORABLE NEWS

SCOTTDALE, PA.—Page one publicity is obtained by the Scottdale ground observation post in a recent issue of the Scottdale Independent-Observer. The story carried by the newspaper is an over-all exposition of the service and its necessity to successful prosecution of the war.

LIGHTING THE WAY

VERONA, VA.—That the AWS functions to promote air safety was demonstrated once again here recently when an observer on duty during a stormy night saw a plane circling—the signal that it was lost or in trouble. The local airport was closed, but a group of off-duty observers were notified. They proceeded to the airfield in their cars, circling the landing strip and illuminating it so that the pilot could land in safety with his two passengers.



The OP at the Graymoor Monastery, Garrison, N. Y. Priests, brothers and preparatory students man the post.

NEEDS RABBIT'S FOOT

SMYRNA, DEL.—Lee Deakyne, observer on the post here, wants to know if someone has put the jinx on him. Some months since, while he was on duty at the Bay View post near here, Deakyne reports that the stove exploded and the resulting fire burned the post to the ground. Recently, while he was on duty once again at the new post, the building was struck by lightning. This time, however, the damage was minor.

PROGRESS REPORT

MILLER SCHOOL, VA.—Deep in the foothills of the famed Blue Ridge Mountains stands an 80-foot tower from which observers scan the skies for passing aircraft. The modern tower is the offshoot of an observation post which started here in July, 1941, and was activated Dec. 8, the same year. At first observers paced an area in front of the school, calling their reports to a companion in the building, where the telephone was located. Then a small tent was used to protect the observer from the weather, followed in turn by a renovated chicken house and a weather-proof cabin, which was the immediate predecessor of the present tower.

The community has a population of 300, and the OP lists among its personnel approximately one-third of the population. Classes in recognition are held regularly by George C. Watson, assistant chief observer, and 45 have qualified for certificates. W. L. Radford is chief observer and Hugh Flannagan is publicity officer of the post.

"SENTINELS . . ."

LAKELAND, FLA.—"Sentinels without military rank who have a keen sense of patriotic obligation," is the way the Lakeland Ledger refers to members of the Ground Observer Corps in a recent full-column editorial. The service, and the men and women who comprise its personnel, are lauded by the newspaper.

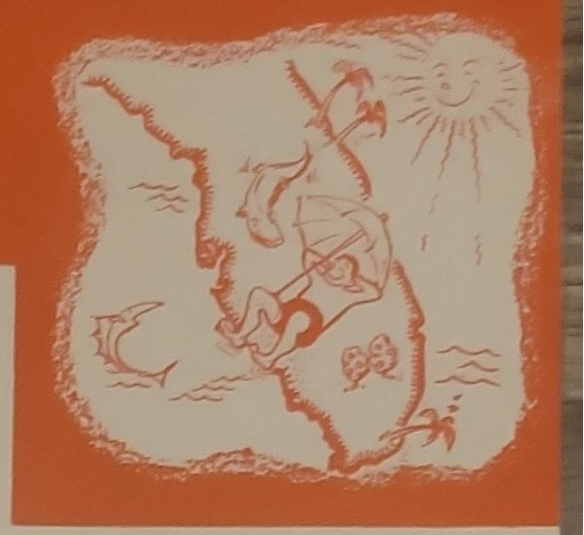
LIKE THE NAVY

WARWICK, MASS.—Standing watch on an observation post is likened to standing watch aboard a battleship by Charles Brown, Jr., former member of the post here but now at a Naval Training Station. In a letter to Samuel Elberfeld, chief observer, Seaman Brown says "I didn't think my work too important . . . but now I've changed my mind. It's the same principle as standing watch at sea. Men below deck depend upon me for their lives, place their full trust in my being alert and preventing anything passing my watch unnoticed." He concludes with the thought that reluctant observers might "try standing two four-hour watches a day and one at night—then they can realize how small their efforts are."

A REAL VET

FLUSHING, N. Y.—Twenty-five years ago George L. Harrison of Flushing was a member of Battery B, 57th Field Artillery, fighting in the Meuse-Argonne campaign, and was cited for gallantry in action. The citation carried with it the Silver Star, but the medal was not delivered until recently. At the time the medal was received Harrison was engaged as an observer on the Flushing observation post—engaging in this war as a civilian volunteer. He has served 18 months in the AWS. As a hobby he breeds homing pigeons and recently presented ten of his birds to the Signal Corps.

to the tip of Florida . . .



NOW COMPLETE

EDENTON, N. C. — Chowan County now can boast of having a complete Aircraft Warning Service with observation posts in Edenton, Valhalla, Center Hill and the two vehicular bridges across Chowan river and Albemarle Sound. Construction of a new post at Center Hill was assured recently when the Chowan County commissioners appropriated $100 with which to purchase material to erect the post, the work to be done by volunteer labor. This parallels the action taken with regard to the Valhalla post.

ON THE AIR

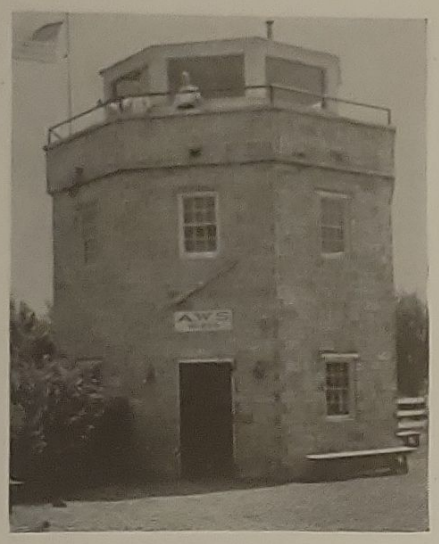
MANCHESTER, N. H.—Every Sunday afternoon at 5.30, Station WMUR broadcasts a program of local news recounting the activities of observation posts in New England generally and New Hampshire particularly. Clinton I. Dow, chief observer and recognition officer of the Manchester post, acts as the "Voice of the Aircraft Warning Service" on these programs and frequently presents as guest speakers outstanding army men and civilians who have a message for members of the service.

WORTHY VACATIONERS

NEW YORK, N. Y.—Last June 15, approximately 50 salesmen of the I. B. Kleinert Co., were given a three-months' vacation with pay with the suggestion that they devote their time to volunteer war work. Comes now a report to Ralph K. Ginzberg, president of the company and instigator of the idea, on its operation: A. A. Wilson and Irving Strashun, salesmen at Boston, are working in the Information Center there, and others of the sales force are cultivating victory gardens, aiding OPA rationing boards, workings with the Coast Guard or with War Finance Committees in promoting sales of War Bonds.

PROMPT SERVICE

MILTON, DEL.—For the first time since it was activated, the Milton observation post sent in a Red Flash message recently—and it was a "real" message. It happened at 7.45 a.m., when George A. Goodwin, observer on duty, started to report a passing flight of three planes. Suddenly one of the planes seemed to crash into the tail of another ship, and the routine report was changed to a Red Flash. The pilot of the damaged ship bailed out as his ship, aflame, plummeted to the ground. So rapid was the action of the Philadelphia Information Center in handling the message that within a few moments an Army ambulance was on the scene to provide accommodation for the pilot. Fortunately he escaped with only minor injuries. Observer Goodwin called the Milton volunteer fire department to the scene and the blazing wreckage of the plane was extinguished.



This OP is loacted near Allentown, Pa. and was constructed by Earl Adams, Area Supervisor, under Russell Kirby, District Director for Lehigh County.

AWS LEGAL TALENT

CAMDEN, N. J.—A writer of murder yarns need go no further than the observation post on the roof of the Walt Whitman hotel here to find the nearly complete machinery for bringing his criminal to justice. Among the observers serving regularly on the post are former Coroner Charles T. Murray, who could establish the corpus delecti, former Common Pleas Judge Clifford A. Baldwin, before whom the villain could be tried, and Supreme Court Justice Ralph W. E. Donges, who could sit in final judgment.

AT THE FAIR

SANDY CREEK, N. Y.—Aircraft recognition has gone to the fair! Upwards of 3,000 persons were instructed in the rudiments of aircraft recognition at the recent Sandy Creek Fair when the Oswego County War Council sponsored an exhibition of the operation of the Aircraft Warning Service. Recognition of aircraft was discussed by Mrs. Gallagher and Norman Scott, recognition officers of the two observation posts at nearby Pulaski. Other phases of AWS were demonstrated by military personnel.

CHAMP COMMUTER

PHILADELPHIA, PA.—The Information Center here has a commuting shift supervisor in the person of Mrs. Pauline J. Dolan. For the greater part of the year Mrs. Dolan, known affectionately around the Center as "Polly," commutes from her suburban home in Haverford every third day for her noon-to-four shift. In the summer months, when she lives at Cape May, N. J., she makes the long train journey thrice-weekly just the same. She has served at the Center since early in January, 1942.

DEVISES SYSTEM

STORRS, CONN.—Even though he was unable to take his regular turn on the observation post here because of illness, Prof. Joseph C. Shaw, dairy scientist of the University of Connecticut, put in his time devising a new and simplified system of recording attendance at the post. The post is located in a specially constructed shelter on top of Beach Hall, a five-story building on the campus of the university.

HOPE THERE'S WIND

SNOW HILL, MD.—Spotters even use sail boats to get to their posts these days. Luther J. Lawson, observer on the post near here, sails from his home once each week to serve his tour on the post from 2 to 6 a.m.

BRONZE TABLET

ORMOND, FLA. — A bronze tablet, bearing the names of observers of the observation post here, was dedicated at a formal ceremony held recently. Capt. C. O. Hunt of Jacksonville was the principal speaker. The tablet, honoring those who serve in AWS, was presented to the post by W. J. Finn of New Symrna Beach, area supervisor.

PICNIC CIRCUIT

ALL OVER, IFC—From the north to the south, potato salad, deviled eggs and fried chicken have taken command of the Aircraft Warning Service. AWS picnics, teas, suppers and fish fries were held recently at Terra Ceia, Fla., Bellmore, N. Y., Carney's Point, N. J., Williston, S. C., Silver Springs, N. Y., Daytona Beach, Fla., Spring City, Pa., Kinston, N. C., Elmira, N. Y., Seneca Falls, N. Y., Edenton, N. C., Katonah, N. Y. and New Port Richey, Fla. At many of the gatherings recognition certificates and awards were given.



Richard K. Lackey (right), Regional Liaison Officer, presents a trophy each month to the Miami Region OP doing the best job of spotting and reporting. Here Mr. Lackey presents a painting of a B-25 Mitchell bomber to Sol S. Goldstrom of a Miami post as Major Philip Stevenson, Regional Ground Observer Officer looks on.

Study These Six Planes Carefully

Emphasis on aircraft identification in flash message reporting naturally suggests the importance of certain types of planes over other types. This month we have selected six more American aircraft with which observers should become especially familiar. These include three trainers—the AT-6 North American Texan, the AT-10 Beech Wichita and the BT-15 Vultee Valiant, the famed P-40 Curtiss Warhawk fighter plane, and two light bombers—the Douglas Dauntless, known to the Navy as the SBD and the Army as the A-24, and the Curtiss Helldiver, called the SB2C or A-25.

CURTISS HELLDIVER



The Curtiss Helldiver (SB2C or A-25) is a single engine, low wing monoplane with a single fin and rudder, a wing span of 49′ 8″, and a length of 35′ 2″.

This ship is one of the Navy's best dive-bombers. It is designed to carry a bigger bomb load, at higher speed, for greater distances than any naval dive-bomber in existence. It has now been adopted by the Army as the A-25 and is one of the first planes to comply with the requirements of both the Army and the Navy.

The cruising speed of the Helldiver is 250 miles per hour with a range of 1200 miles. Normal bomb load is 1000 pounds. The defensive armament usually consists of three 50 caliber machine guns in various parts of the ship.

NORTH AMERICAN TEXAN



The North American Texan (AT-6 or SNJ) is a single engine, low wing monoplane with a single fin and rudder. The wing span is 42′ and the length is 29′.

This plane is used almost exclusively as a training ship for the United States Army Air Forces. The Canadians also use this ship as the "Harvard." The designation is SNJ when the plane is used by the Navy.

The AT-6 has a top speed of 250 miles per hour with a cruising range of 700 miles.

VULTEE VALIANT



The Vultee Valiant (BT-15) is a single engine, low wing monoplane with a single fin and rudder. The wing span is 42′ and the length is 28′ 7″.

This ship is used exclusively as a Basic Trainer for The United States Army Air Forces.

Cruising speed is 170 miles per hour with a range of 1050 miles.

BEECH WICHITA



The Beech Wichita (AT-10) is twin engine, low wing monoplane with a single fin and rudder. The wing span is 42′ and the length is 29′.

This ship is used for final stage training for bomber pilots, bombardiers, and navigators. Advanced training is divided into two stages. The first is for fighter pilots most of whom use single engine advanced trainers. The second stage is for bomber pilots. Their advanced training is confined to twin engine ships such as the AT-10.

DOUGLAS DAUNTLESS



The Douglas Dauntless (SBD or A-24) is a single engine, low wing monoplane with a single fin and rudder. The wing span is 42′ and the length is 32′.

Although in use by the Army as the A-24, the Navy version is far more common. The Army version is used for low altitude attack work in ground support activities. For this mission it carries a 50-gallon belly smoke tank and one 18 gallon smoke tank beneath each wing. The Navy version can be either carrier or land based, and the latest models are stressed for catapulting. It operates as a scout bomber far from its base. The SBD is in extensive use against the Japanese at the present time.

The cruising speed of the Dauntless is 145-160 miles per hour with a range of 975 miles. Armament consists of two 50 caliber machine guns and one 30 calibre machine gun. A normal bomb load of 500 pounds is carried.

CURTISS WARHAWK



The Curtiss Warhawk (P-40) is a single seat fighter or fighter bomber. It is a single engine, low mid-wing monoplane with a single fin and rudder, a wing span of 37′ 4″, and a length of 31′ 9″.

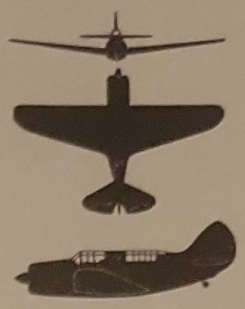
This was the first American plane to carry an English power plant. It is a descendant of a long line of Curtiss planes, and the latest version is as close to an all-around fighter as any plane built. Easy to fly, the P-40 is popular with pilots who praise its maneuverability. One pilot, who had run out of ammunition, dove on a Zero, cut off the Zero's wing, and flew home with a large section of his own wing torn away. This plane was the one used by the famous American Flying Tigers.

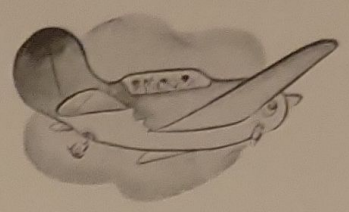
There have been a number of models of this plane, but the P-40F was the first to adopt a British power plant, using a Packard-built Rolls Royce engine. The latest P-40 has a speed of well over 300 miles per hour, and carries six 50 calibre machine guns in each wing. This is the P-40N sometimes called the "Gypsy Rose Lee" model because it has been stripped down to a much lower weight than previous models. This has resulted in a marked improvement in speed maneuverability.

CURTISS HELLDIVER

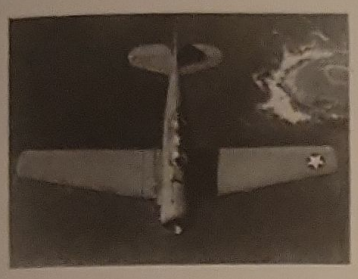


1. Reverse curved fin extending far forward, rounded rudder.
2. Thickness of fuselage carried well aft.
3. Tapered wing and sweptback tail plane, close coupled.
4. Dual, divided cockpits.

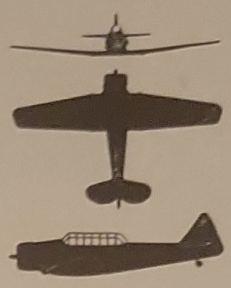


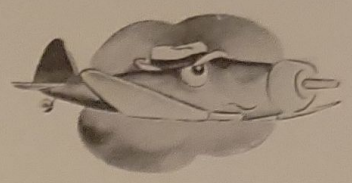


NORTH AMERICAN TEXAN



1. Low wing dual cockpit trainer.
2. Retractable landing gear.
3. Single medium triangular rudder.
4. Straight flat center panel, outer panels are sweptback and dihedral.
5. Tailplane sweptback with rounded trailing edge.

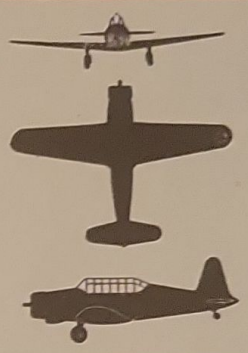


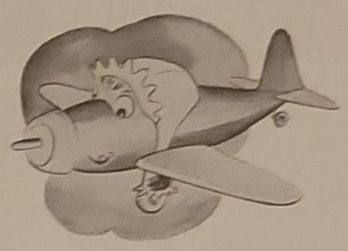


VULTEE VALIANT



1. Low wing, dual cockpit trainer.
2. Fixed landing gear with wide track.
3. Single, tall, symmetrical rudder, curving into fuselage.
4. Bulky tailplane slightly sweptback and tapered symmetrically.
5. Wings slightly sweptback and tapered, slight dihedral.

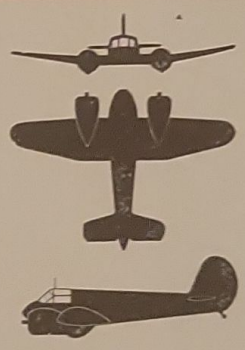


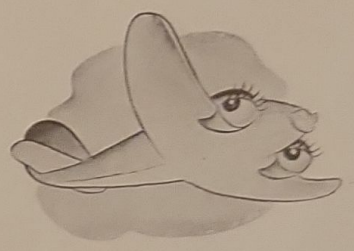


BEECH WICHITA

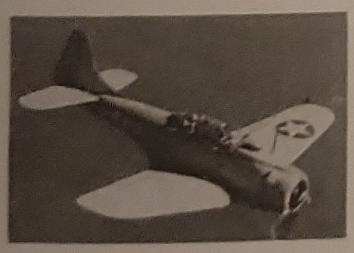


1. Low wing, bi-motor trainer.
2. Long straight flat center panel, short outer panels slightly sweptback, markedly tapered and dihedral.
3. Heavy, single, rounded rudder.
4. Tailplane rounded back and straight.



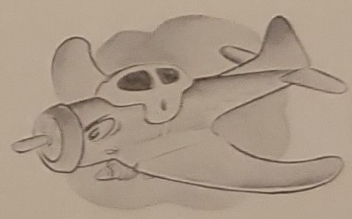


DOUGLAS DAUNTLESS

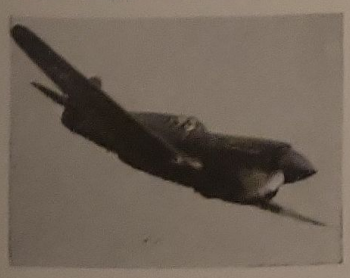


1. Fin sweeps well forward.
2. Perforated dive brakes.
3. Center panel flat — outer panels are sweptback, tapered and marked dihedral.
4. Tapering fuselage to thin section at rear.





CURTISS WARHAWK



1. Heavy radiator and air scoop dominates the design.
2. Tapered wing (Curtiss type wing).
3. Knees of landing gear show.
4. Control surfaces heavy for pursuit.









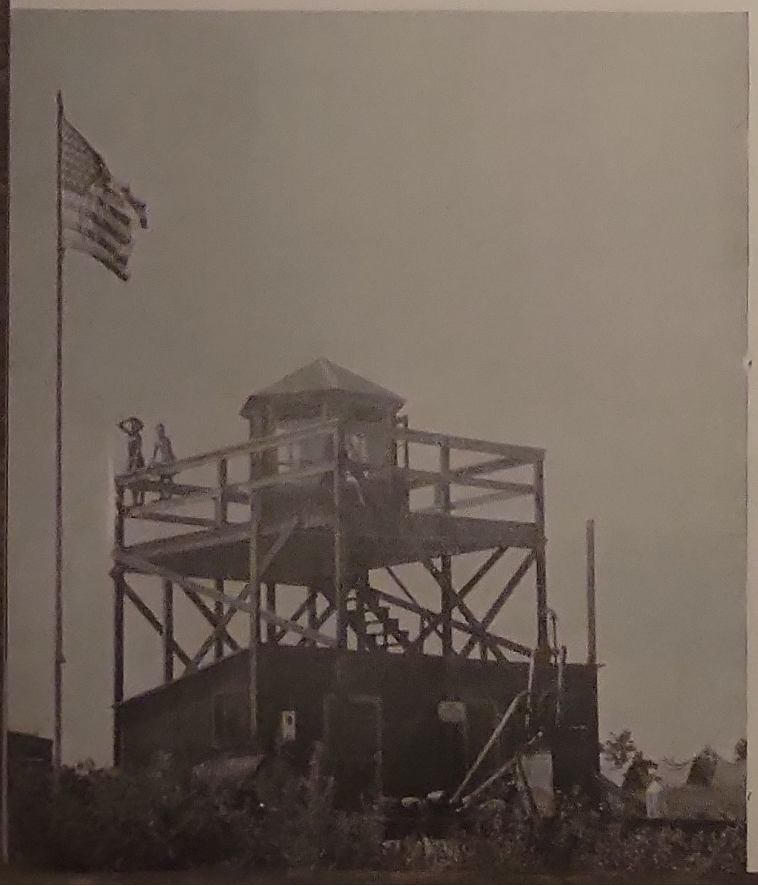
Above: Recognizing the valuable work done for the Aircraft Warning Service by the American Legion, the New York and Philadelphia Fighter Wings cooperated in presenting this effective AWS display upon the occasion of the recent New Jersey State Legion Convention in Newark.

Left: Miss Doris Negrych of Middleburg, Florida is one of thirty-three members of the Ground Observer Corps in the Jacksonville Air Region who received their appointments as Recognition Officers. Here is the presentation made by Regional Commander Lt. Colonel Wm. T. Young, Jr. in the presence of Mayor John Alsop of Jacksonville and the rest of the recognition class.



Under the auspices of the Rhinebeck, N. Y. OP, this AWS demonstration booth was maintained at the Dutchess County Fair. The booth was manned by an Army contact squad. Rev. Agnew, Chief Observer, assisted recruiting.

...concerning Conventions, Fairs, and Aircraft Recognition.....





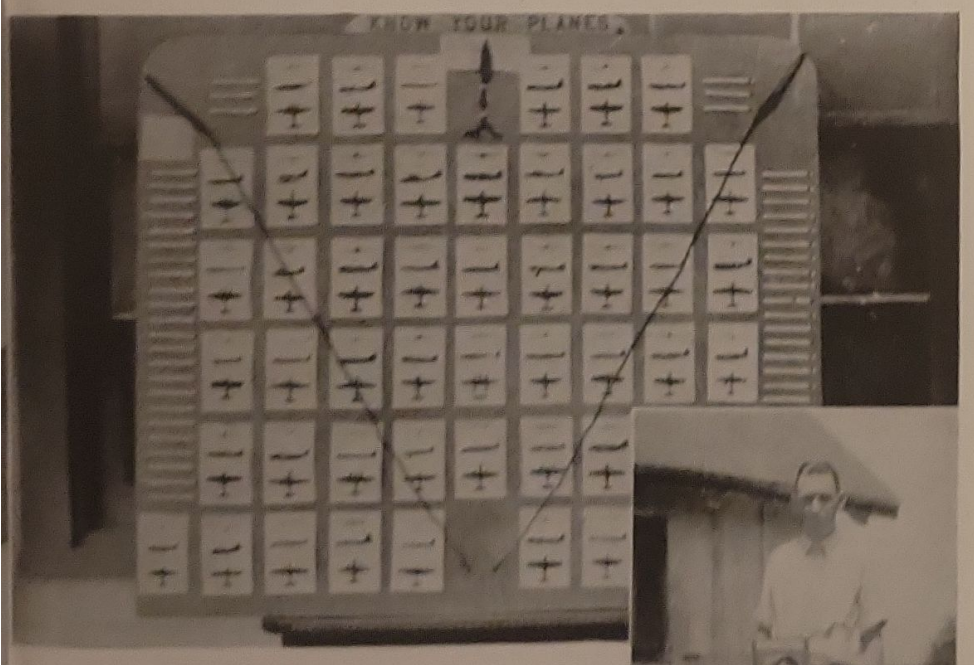
At the left is the Bristol, Conn. OP—and above are some of the members of the Bristol Boys' Club who pitch their tents nearby for a summer outing which, incidentally, includes manning the Observation Post. L. to R.: Roger Godbant, Wesley Ellis, Bob Young and Jimmy Murrone.

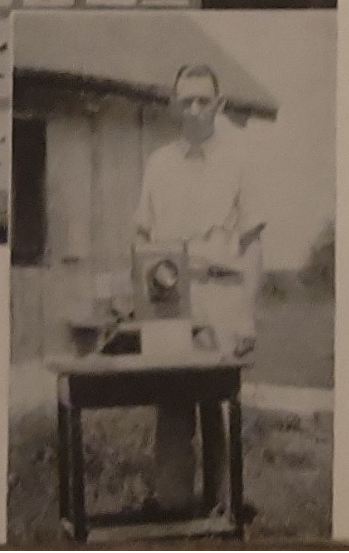


A special exhibit of models and pictures of 35 of the most prominent Allied and Axis warplanes is current at the Charleston Museum, which arranged it through the cooperation of the Ground Observer Section, Charleston Air Region. Informative data about the capabilities and accomplishments of the planes is also included. S/Sgt. Wm. R. McGovern, Ground Observer, is pointing out to five youthful enthusiasts the identifying characteristics of the Flying Fortress.

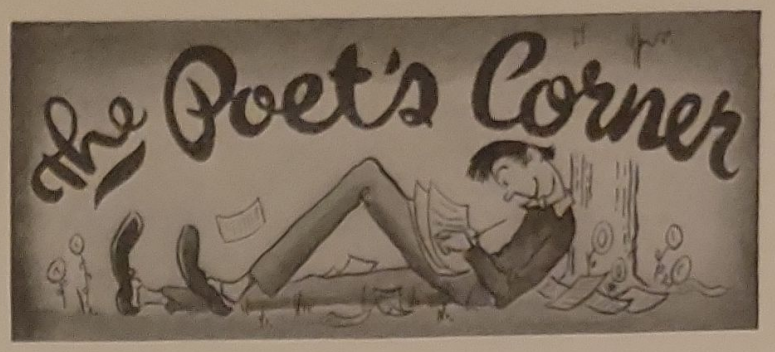


Youthful recognition enthusiasts at the efficient Observation Post at Mineola, Long Island. Instructor William F. Drury is illustrating a point to James Richards (sitting alone), Dick Abrams (left, sitting), Robert Glavas (right, sitting), Edward Boulus (standing), Robert Stolarik (standing), Bill Macartney (left, sitting), Cyrus Cornwell (right sitting).





Recognition instruction to the fore!—Above: A recognition board used by Mr. Edward Wright for the OP at Monticello, N. Y. Mr. Drazek, a school teacher at Liberty, N. Y., built the board for the group of observers. Left: Introducing Mr. William E. Clowes of Gordonville, Virginia and the projector he made for Mrs. Nancy Parrott's class in recognition.



(The following poem was written by a convict who serves as a spotter on the post located at the Florida State Prison, Raiford, Florida. This post, reviewed in the June issue of "The Aircraft Warning Volunteer," is manned entirely by prisoners who are allowed to serve if they have good institutional records).

THE PRISON POST

I

Along the marge of Turkey Bay
The ghost-gray walls of Raiford lay
And spring from darkness there to meet the day;
As through the shimmering verdant screen
Of palms with purple sky between,
The flat white roofs are dimly seen—
And gray-clad lines march out at dawn
To meet the mists—and then are gone.

And from the observation towers,
All through night's long drowsy hours,
Two convicts scan the star-strewn sky
For planes that pass so quickly by,
Enroute to some far rendezvous
On mission bent for you—and you.

To spot the planes that pass that way.
Twelve observers come here every day

II

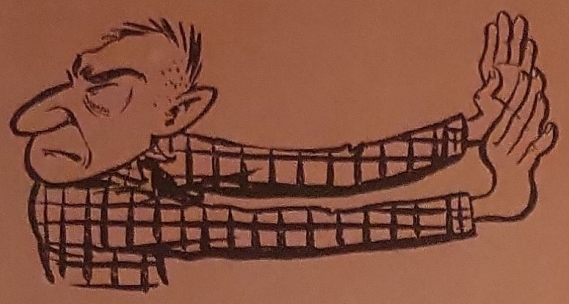
Down where the walls of Raiford lay,
(Down in Florida far away),
These gray-clad men from day to day,
Spot all planes that sail that way.
Far away and down below,
At that grim, cheerless house of woe,
These men are waiting through the night,
Reporting faithfully every flight.

And so in mem'ry's misted glass
Where endlessly, vague phantoms pass,
An image rises, stays a while,
The image of a convict's smile,
Reflecting joy of work well done,
He's done his bit—and vict'ry's won!

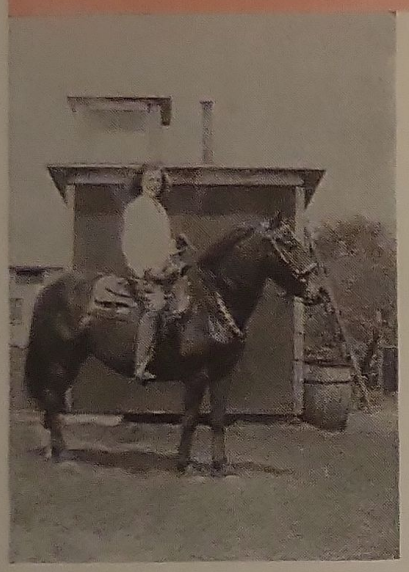
Twelve convicts who are known no more,
But did their part to end this war.

ALIBI OF THE ISSUE

This month's alibi requires very little explanation. Young and old will be able to appreciate it.



"I just will not be able to serve. I cannot stand the staring."

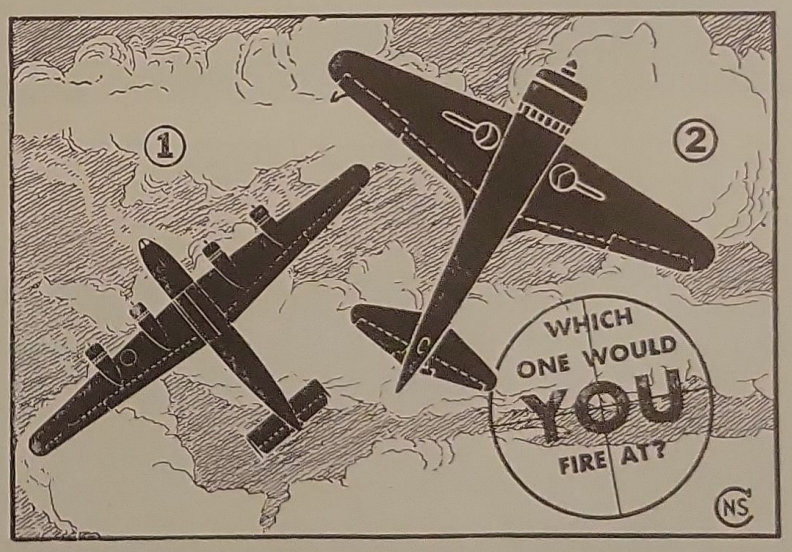


Therese Scanlon, a spotter at the Hannabal, N. Y., post, doesn't worry about tires or gasoline. She has gone back to faithful old dobbin for transportation and is pictured here with the local post in the background.



"I don't suppose kites count, do they?"—Reprinted by special permission of Roland Coe and Consolidated News Features, Inc.





Not at No. 1! It's the U. S. B-24 "Liberator," a high-wing, heavy bomber powered by four radial engines. The nose extends ahead of the nacelles. Its wings taper to rounded tips. The rectangular tailplane has rounded double fins and rudders.

Fire at No. 2! It's the Jap "Zero," a low-wing single-seat fighter powered by a radial engine. Both edges of the wings taper equally to rounded tips. The cigar shaped fuselage extends slightly behind the tapered tailplane. Courtesy Harcourt, Brace Co., publishers Aircraft Spotters by Lester Ott.



This is the new canteen at the Albany Information Center, and it's operated by the AWVS. Here are four members of the Aircraft Warning Corps enjoying their refreshments. L. to R.: Mrs. H. J. Davern, Mrs. Elmer A. Tidmarsh, Mrs. John Mott and Miss Adele Timmens.



"Well, it has a low neck-line, raglan style wings, lowered waistline with nipped-in bodice and sharply flared tail!"—Courtesy King Features Syndicate, Inc.



(*Photo by U. S. Army Signal Corps*)

There's a contest between shifts at the Charleston Information and Filter Center to determine the champion recruiters. Comparing the progress of the planes which represent their shifts are (L. to R.) Mrs. W. E. Allison of Avondale, Mrs. Joseph Sladen Bradley, Miss Sue Bradley and Mrs. Alfred H. von Kolnitz—all of Mount Pleasant, and Miss Ann Waring Simons of Summerville.

NANCY — **Force Of Habit** — **By Ernie Bushmiller**



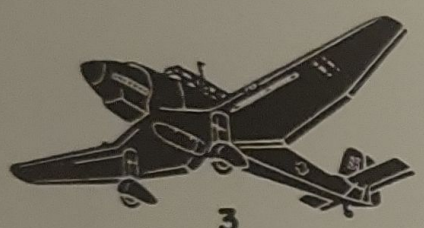
(*Courtesy United Feature Syndicate*)

AIRCRAFT RECOGNITION TEST No. 4

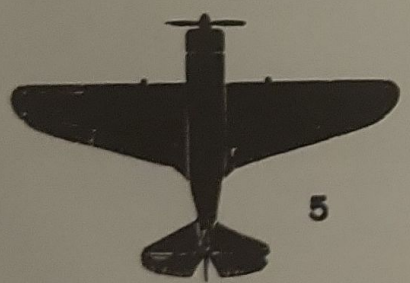
Here is Aircraft Recognition Test No. 4 in the series which is being enthusiastically received by volunteers in every Wing and Region of I Fighter Command. Each Observation Post or Recognition Class is entitled to one answer—which may be the result of group effort. (Results of Test No. 2 are announced elsewhere in this issue.) Send in your answers by November 10. Address all correspondence to The Aircraft Warning Volunteer, I Fighter Command, Mitchel Field, N. Y. A list of all groups hitting 100 per cent will be published in an early issue. What's that plane?


1

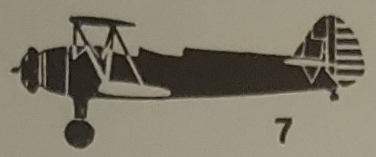

2

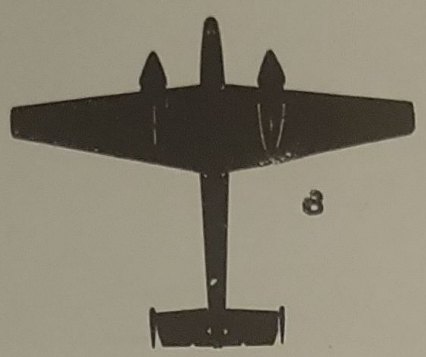

3

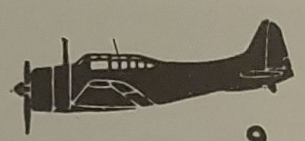

4

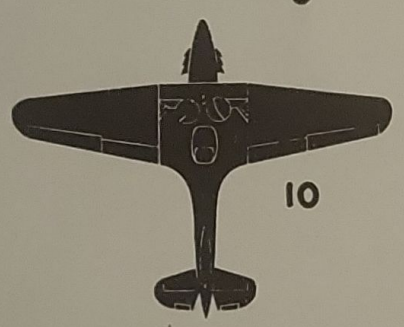

5


6


7

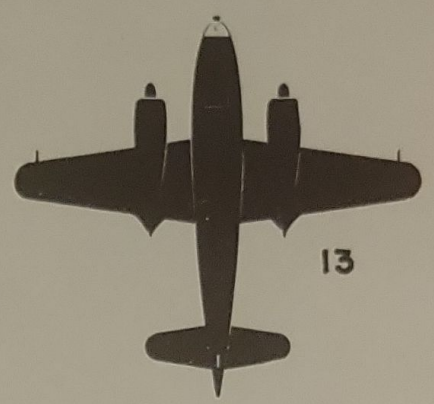

8

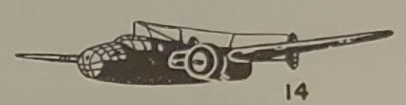

9


10


11

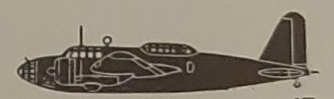

12

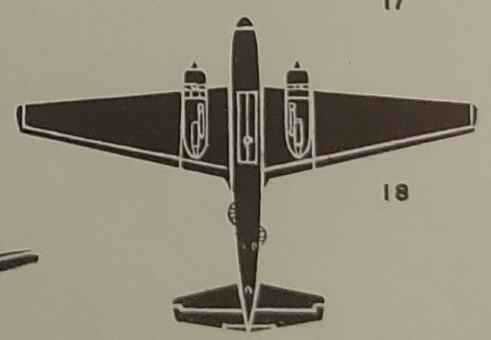

13


14


15


16

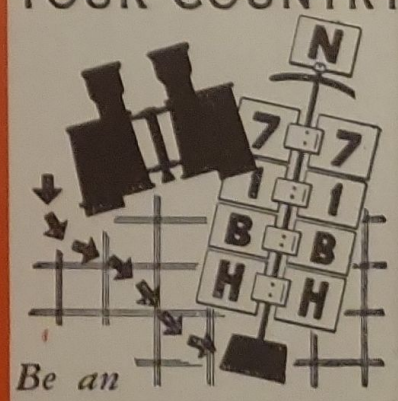

17


18

BARNES PRINTING CO., INC., New York—10-13-50

2020-1-1

HELP DEFEND
YOUR COUNTRY



Be an
AIRCRAFT WARNING
VOLUNTEER