AIRCRAFT WARNING

Volunteer



JULY, 1943

AIRCRAFT WARNING
Volunteer

Vol. I JULY, 1943 No. 2

Editorial

"Our Wartime Responsibilities" was the theme of the recent convention of the New England Division of American Nurses' Association recently held at Poland Spring, Maine.

This same theme could very well prevail constantly at every Observation Post, every Information and Filter Center. The loyal airplane spotters and plotters are aware of their wartime responsibilities, and their's is one of the greatest—the protection of our shores against surprise aerial attack.

At the convention in mention, the delegates were told of the declaration by Colonel A. William Reggio of the United States Public Health Service. The Colonel warned that the bombing of our east coast for the sake of boosting axis morale is almost a certainty.

Each month, each week—practically each day—we hear high ranking officers, statesmen and others who can speak with authority caution against complacency and emphasize the extreme probability of enemy bombers attacking our cities and industrial centers.

By the very logic of the bitter, all-out manner in which this war is being fought, each bit of good news of United Nations' victories in the European theater as well as in the Pacific must be regarded as another reason why a desperate, revenge-seeking enemy would like nothing better than to plunge death and destruction upon us from the skies. Every time we learn of another Pantelleria, another Attu we must not think complete victory is just around the corner, but instead we must realize that the enemy still has the power as well as the desire to retaliate.

But we can be ready. Alert Observation Posts operating at 100 per cent strength, fully-manned Information and Filter Centers—these comprise our readiness.

All up and down the eastern seaboard Observers and Information and Filter Center workers are writing a unique page in American military history. Lost planes have been directed back to their courses, pilots and passengers of crashed planes have been rescued—sometimes their lives saved because of prompt reporting, the fighter pilot training program has been assisted. However, all of these deeds and others like them, important in themselves, are incidental to the primary reason for the existence of the Aircraft Warning Service:

AMERICA MUST BE MADE SAFE FROM SURPRISE AERIAL ATTACK!

★ ★ ★

Table of Contents

Cover: Photograph by Irving Penn, courtesy Harpers' Bazaar

Editorial .....Page 2

The New Awards for Volunteers.....Page 3

The Aircraft Warning Service in the Front Lines....Pages 4-5

Sgt. Barney Ross at Boston Information Center.....Page 5

Spotters on the Spot.....Page 6
(from Colliers)

Leading Stores Assist in Volunteer Recruiting.....Page 7

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

New Radio Program for Volunteers Over CBS.....Page 10

Letters to Observers.....Page 10

Veteran Flyer Lauds Aircraft Recognition.....Page 10

Practical Use of Aircraft Recognition.....Page 11

Register Here .....Page 11

Recognition Schools and Posts Atop Schools and Churches .....Pages 12-13

Poetry .....Page 13

Variety .....Pages 14-15

Aircraft Recognition Test No. 1.....Page 16

THE AIRCRAFT WARNING VOLUNTEER
VOL. I, NO. 2 JULY, 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

THE NEW AWARDS FOR VOLUNTEERS



Official Army Air Forces' recognition for devotion to duty in the Aircraft Warning Service in the form of attractive awards will soon become a reality.

Simultaneously with the arrival of the first shipments of the awards from official manufacturers, officers of the First Fighter Command have recently completed standards for such awards, the first of which will be made in public ceremonies throughout the Command the latter part of July.

Under the announced system, all volunteers who have served a minimum of three months as a "plotter" or "observer" will be entitled to wear the golden AWS wings. Especially inscribed, such wings for Liaison Officers, District Directors, Area Supervisors, Chief Observers and assistant Chief Observers will be awarded without regard to number of hours served, but upon appointment to the office.

In addition, those volunteers presently active and who, in any capacity, have completed hours of duty equal to or in excess of 500 hours will receive a "500 hour merit" medal to which additional bars may be attached upon completion of 1,000, 2,000, 3,000 and 4,000 hours. To receive credit for this award, service need not have been continuous, but may be computed upon the basis of total service, regardless of change of station.

Here are reproductions of representative types of awards—pins and medals—for Ground Observers and Information and Filter Center Workers. Your local officers have complete information on the distribution and qualifications for each.

Such a medal will be awarded to observers, who have, in the opinion of their superiors, distinguished themselves by some outstanding service above and beyond the line of duty, and to recognition officers and observers who hold certificates of completion in aircraft recognition, plus a combined record of 250 hours of observation and classroom study of recognition. Addition of the bars on such medals will be made upon completion of the required hours.

Liaison Officers, District Directors, and Area Supervisors will be entitled to wear the "merit" badge after six months service plus specific recommendation of the Wing or Regional Ground Observer Officer, the Wing or Regional Signal Officer, or his representative.

They will be entitled to add the hourly service bars on the following basis: One year, 500 hours; two years, 1,000 hours; three years, 2,000 hours and four years, 3,000 hours.

THE AIRCRAFT WARN
IN THE FRONT

As Told By

Capt. Walter J. Coss, A. C.

"A dependable Aircraft Warning Service, upon which we know we can rely for fast, accurate reports, is as important to fighter pilots as the gasoline in our tanks, and the ammunition in our machine guns."

This is the belief of Captain Walter J. Coss, 25-year-old veteran of Bataan, Java and the Australia-New Guinea campaign, where he served with the Seventeenth Pursuit Squadron led by Major "Bud" Sprague. Though it never averaged more than twenty "fightable" planes during the Battle of Java, the squadron of P-40s accounted for at least 75 Japanese planes, whose destruction was confirmed.

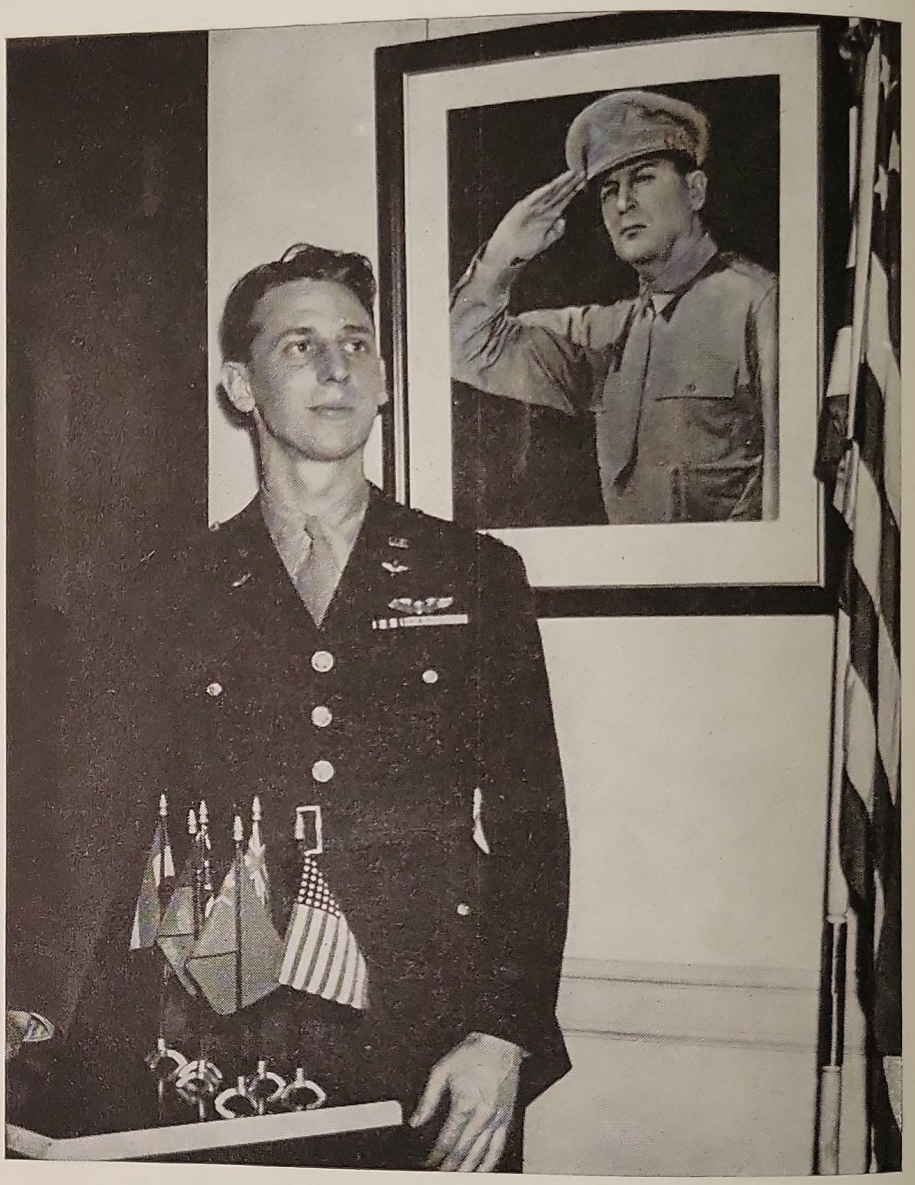
About the action which won for him the Silver Star and Pacific Ribbon with three stars, Capt. Coss is reticent; about Aircraft Warning as it affects pilots he is voluble. He speaks from personal experience in the Southwestern Pacific theater. And this story is essentially the captain's report on the workings of the Aircraft Warning Service as seen by a fighter pilot.

"Once you get up to ten or fifteen thousand feet," he says, "your eyes have become accustomed to looking far into the distance, so you don't see what may be above you because of glare or other abnormal conditions. And there are no road signs up there, either, so you have to rely on the chap back at the Information Center to navigate for you. He tells you where to go and what to look for and he gets his information from the Operations Board. The 'Ops' board gets its reports from the Filter Board, while the original information has, of course, come from the man or woman on the ground who has developed 'spotters' neck' from scanning the skies for the enemy."

When the war started, Capt. Coss was stationed at Nichols Field, Manila, and the American Aircraft Warning Service was new and not geared to combat speed, he points out. Neither were the pilots accustomed to working with AWS, so one was not much help to the other. "We had to go up on our own those first days; it was only luck that we were able to do as well as we did."

But, costly though it was, the lesson learned in the Philippines was valuable later, when pilots from Nichols, Clark and Del Monte Fields were evacuated to Australia, and planes arrived from the United States so they could resume combat flying. Bases were set up in Northern Territory by the American-Australian command and an efficient Aircraft Warning Service was established.

In operation, and functioning adequately, was Australia's own civilian AWS in the southern regions of the



Here is Captain Coss at a recent Ground Observer dinner in Syracuse, New York. He is flanked, appropriately enough, by the flags of the United Nations and by the portrait of General Douglas MacArthur.

continent. Like our own, the Australian system depends upon volunteer civilian Observers in the brush and Filter and Information Centers in the larger cities partially staffed by civilian volunteers. Most Observation Posts report by radio—the portable type powered by pedals like those on a bicycle.

But it was recognized that advanced sectors called for military rather than civilian personnel and the nature of the work demanded the greatest secrecy, so Observation Posts as we know them could not be established. Instead, Observation groups of four to six men volunteers were formed and, with an Aborigine to serve as factotum, set forth for secret locations to stay thirty to sixty days.

Observers were selected primarily for their ability to live in the wilds—men with backgrounds as hunters or trappers or camping experience were given first preference. Small camps were set up in the lush, tropical

ING SERVICE LINES



jungles of Australia's Northern Territory, and communications established with small portable radios similar in style to the "walkie-talkie" developed by our Signal Corps.

Not so arduous but perhaps more dangerous than the work of the Observers was that of military personnel assigned to portable Information and Filter Centers with each advanced airbase. With equipment set up in tents near an airfield, these plotters and filterers were prime targets for bombs and machine gun bullets from raiding Zeros. Every time the Japs came over a major objective was destruction of the Center and its personnel, for they realized AWS was one of the most important elements of the United Nations force. In Java the Dutch Aircraft Warning Service was credited with prolonging the struggle and making it possible to exact such an enormous price before the island fell.

On January 25, 1942, when the Seventeenth Pursuit Squadron and its P-40s reached Java to provide a fighter cover for the pitifully small number of Flying Fortresses the Nineteenth Bombardment Group was able to muster, they found an efficient AWS operated by the Dutch.

Borneo fell, and from a base at Samarinda the Japanese attacked Java each day but warning always preceded their approach. Though it was ringed with Japanese, a small Dutch radio station at Bandiermasin managed to flash the signal that Zeros were on the way so by the time they had crossed the Java sea, Observers along the north coast of Java could pick up and report the Flight. There were no American replacements, however, while the Japanese supply seemed inexhaustible. So, on March 12, 1942, pilots of the Seventeenth were evacuated to Australia in the remaining "Forts," and their handful of P-40s were left with the Dutch for the last-stand fight.

Even before the last days of Java, native Javanese were not attracted by Japanese propaganda of "Asia for Asiatics" and served the Allied cause faithfully in many ways, some as Ground Observers; some in the Air Raid Warning system. Ofttimes news of impending raids was transmitted from end to end of the island in less than 20 minutes by means of jungle drums made of hollow logs.

In Australia's tropical Northern Territory, native Aborigines were of great help to Allied officials for, in addition to guiding Observer groups, they were invaluable at finding pilots whose planes had crashed in the jungle. They had an uncanny knack of locating a lost pilot, whenever they were put down close to the wrecked plane.

Once an Aborigine led back to safety a pilot who had been wandering aimlessly in the jungle for almost a week. The white man was still on his feet, though wobbly. The black man was asked what he thought of American fliers.

"Him good man in the air," was the native's response. "But me missionary Aborigine and him swear too much."

Sergeant Barney Ross at Boston IC

The fighting marine from Guadalcanal and former ring champ, Sergeant Barney Ross, toured the Boston Information Center recently and gave an inspiring and stimulating talk to the assembled volunteers. Ross spoke of the important role each individual has on the home front.

Previous to his appearance at the Information Center, the Marine hero was a luncheon guest of the Boston Advertising Club at the Hotel Statler where he described his exciting experiences in the Solomons. On the same program with him, Bill Cunningham, prominent Boston sportswriter and columnist, spoke on behalf of the Boston IC's volunteer recruiting drive. Moving pictures were shown depicting the operation of the Center and the work performed by volunteers.



At the Boston IC—(left to right) Beatrice Levinson, Andrew Winslow, Jr., Sgt. Barney Ross of the Marine Corps, Morrison Bump and Ethel Bridges.

(*From*: COLLIER'S *for May* 29, 1943, *reprinted with permission*)

SPOTTERS *on the Spot*

by

Roderick MacDonald
War Correspondent of the Sydney (Australia) Morning Herald

Through a hole in the roof of an armored vehicle, one man is standing exposed to a 60-mile gale which hits him as far down as his waist, leaving the rest of his body in the placid, enclosed atmosphere where passengers loll, idly puffing on their cigarettes. His eyes stream with tears, his cap is strapped under his chin, and dust or rain, according to the day's vagaries, is half blinding him.

This unfortunate fellow is an aircraft spotter who is supposed to beat an S O S on the driver's head when presumably hostile aircraft appear in the vicinity, so that the driver can brake the vehicle furiously, giving the occupants a chance to dive into the nearest ditch. The spotter is also supposed to incur complete disgrace if he mistakes a bird for a strafing Hun.

This is among the most difficult distinctions any weeping spotter can be called upon to make, and I would like personally to go on record with the statement that birds have been deliberately imitating fighter planes. They come down without a flutter of their wings, generally with the sun behind them, in typically German formations, and they peel off one by one in the most disconcerting style. Reports are current that an American sergeant who was greatly annoyed fired on one of these birds, then saw his feathered friend come down emitting smoke from his tail.

It is inevitable that sometime during the journey along the front line, cars are going to be halted suddenly by the sight of low advancing planes. Since the Luftwaffe has been so solidly hit, the probability is that they will be Allied planes, but the phrase "I think these are ours" is so firmly listed among famous last words that those who desire to celebrate the ultimate victory advance toward shelter, rather than look up to see whether the machines are friend or foe.

In the matter of shelters, there are some nice distinctions, too, and one day I borrowed someone else's foxhole with a strange result. We were out about two thirds of a mile from Maknassy, watching cheerfully while Stukas dive-bombed a deserted town, until our machine gunner suddenly roared, "They're behind us!"

As we leaped, we glimpsed three hedge-high Messerschmitts about 800 yards away. I can remember noticing two holes within diving distance and making a split-second decision to take the one nearer to the planes. This was based on probably quite unreliable information that it is always better to go *toward* a strafing airplane than away from it because they have a tendency to overshoot rather than undershoot.

When they had gone over with an unpleasant crackling of motors and machine guns, two ruffled gentlemen emerged from the second hole, one of them claiming first, that I had leaped into his own personally constructed hole; second, that he had thereby been forced to share an inadequate hole with another man; and third, that a bullet had gone right between them.

Most correspondents on this front are now collecting a series of minor injuries when taking what might politely be called "evasive action." Casualties to date, including abrasions in certain indescribable regions, have all been self-inflicted wounds with one exception—a skinned nose. This belongs to a New Zealander who was crouching in a shelter when one of the heaviest of his American colleagues arrived on top of him, feet first, with a Stuka close behind him. My contribution was a cracked rib, acquired when I flopped to earth as I heard the moan of an approaching shell.

With a proper spotter who has been trained in the hard school, it's practically impossible for a German fighter to get close enough to a car's occupants to strafe them, though he may, if he's conscientious, send a spray of bullets into the deserted vehicle while those who looked and leaped thumb their noses at him from distant points.

The absolute reliance which has to be placed in a spotter by those sitting inside a closed car enforces on him a very rigid code of behavior. If, as sometimes happens, his cap blows off, he musn't shout "Stop the car!" without making a preliminary statement to the effect that his headgear is missing.

If the passengers suddenly see planes race overhead before he does, he must assume an air of great prescience, and say, "Yes, I've been watching those Spitfires. They look very pretty up there against the sun." And when a passenger unkindly asks, "Well, why have the Spitfires got German black crosses on them?" the spotter must have a quick wit.

Above all, he must never assume an attitude of either alarm or despondency. It was once my misfortune to be relying on a spotter who sent us halfway into a cactus patch by throwing his arms wide in a gesture of apparent despair and crying, "Look! Look! Great heavens above!" When we emerged, his explanation was that he had been looking at a marvelously beautiful rainbow.

Leading Stores Assist In Volunteer Recruiting

★ ★ ★

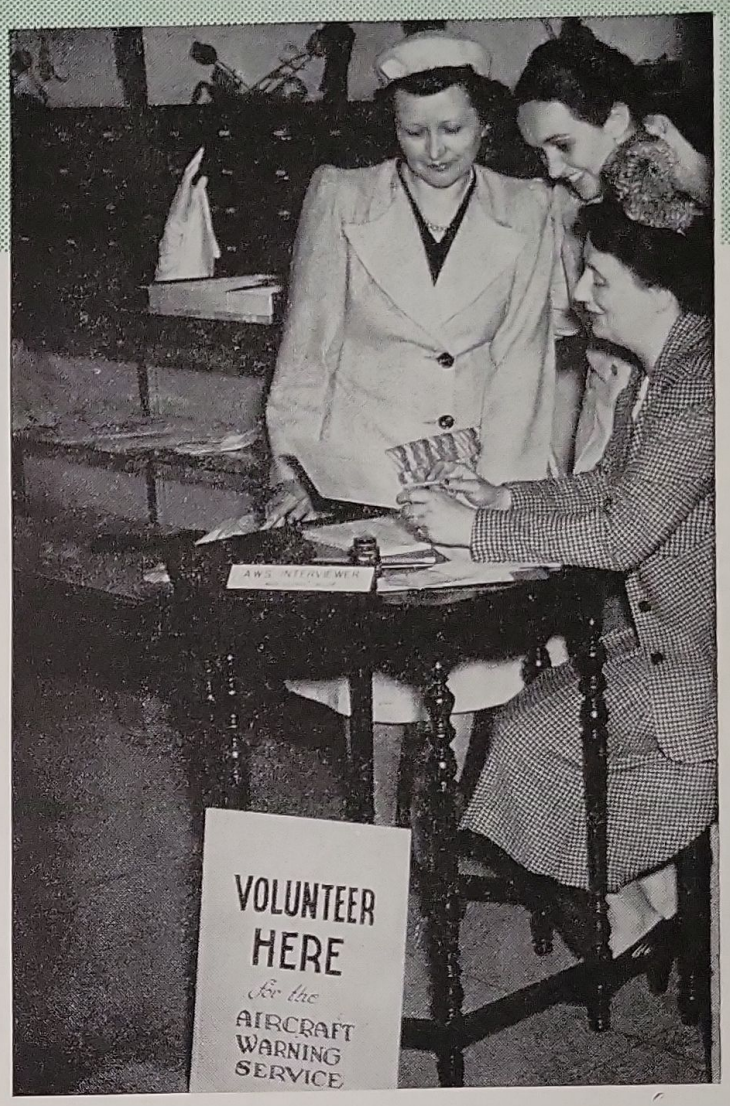
Window displays and recruiting booths in the Empire State's capital, and valuable radio time donated by an establishment in the capital of the Old Dominion—it all adds up to the same thing: North and South, leading department stores are giving hearty cooperation to the recruiting drive to bring the Information and Filter Center staffs up to full strength.

At Albany, N. Y., the John G. Myers department store devoted one of its more prominent windows to a reproduction of a filter board in simulated operation with attractively-garbed display figures taking the places that would be filled by nimble-fingered plotters around an actual board. Lending authenticity to the scene was the presence of all the "tools of the trade"—pips, rakes, standards. The window display ran for an entire week, after which the store management set up a recruiting booth in a central location on the main floor where prospective volunteers were interviewed—and a number of new volunteers signed.

Coincidental with the drive was the appearance of Mrs. Donald Furman, director of enrollment and training of Albany's Information Center, and Capt. William J. Fitzpatrick, senior controller, on the store's "Musical Clock" radio program on Station WOKO. Much of the work in connection with arranging the display, setting up the recruiting booth and allocating radio time was done by Dellana Duyckinck, the store's advertising manager and herself a volunteer at the Albany Center, together with the whole-hearted cooperation of Clay Myers, president of the John G. Myers Co.

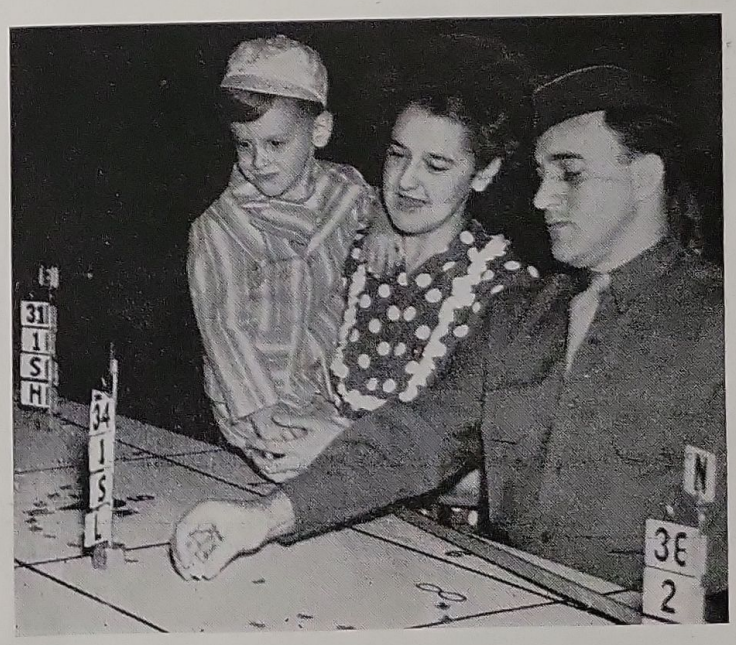
At about the same time the recruiting drive was being conducted in Albany, a similar campaign was under way in Richmond, Va., where the Miller & Rhoads' department store contributed time on its radio program, "The Home Front" to the cause.

Appearing for interviews on the programs, which are conducted by Polly Daffron, one of Richmond's better-known commentators, were Capt. Floyd E. Lee, commanding officer of Richmond Filter Center; Mrs. LaMotte Blakely, civilian director; Mrs. Lola Faas, an employe of the store where her hours have been rearranged so that she may work several hours each month at the Center until 10 o'clock in the morning; Mrs. H. I. McConnell, a day supervisor who has one son, a pilot in the Air Corps, and another an officer in the Corp of Engineers, and C. P. Mabie, who has been in charge of one of the "graveyard shifts" ever since the Center opened.



Above: Mrs. George A. Taylor interviews Mrs. B. J. Chiore and Mrs. C. Robert Tinker in John G. Myers department store during the recruiting drive for the Albany Information Center.

Below: The demonstration board in the Myers store. Sgt. Charles Halvax explains the operation to Mrs. E. B. Crutchfield while her son Ben, 3, looks on.





. . . from the top of Maine

NOT ONE, BUT TWO

HIGH POINT, N. C.—When it was found that the Post in the Administration building of High Point College was "inaccessible" to women Observers, L. B. Heilig, Chief Observer, arranged for two completely equipped Posts on the roof of the Sheraton Hotel. Both Posts are operated in synchronization so that full visibility might be attained.

ELBOW GREASE

CANASTOTA, N. Y.—Women and spring housecleaning are synonymous. When Earl Beeman, Madison County Area Supervisor, dropped in recently for a visit at the Post here he found Geraldine Beecker and Frances Mickels busily engaged in repainting the building, inside and out.

POST'S WEEKLY LETTER

MANCHESTER, CONN. — A weekly letter telling of the happenings at home is sent to each former Observer of the Manchester-Bolton Post near here as a regular part of the Post's activity, since so many of its younger Observers have been called into the Armed Services. Elmer Weden is Chief Observer.

BOAT OR PLANE?

FORKED RIVER, N. J.—A lot has happened since the Observation Post here was opened on famed "Widow's Walk" on the roof of the Riverside Hotel and Observers were just about able to distinguish between an airplane motor and a boat coming in from Barnegat Bay. For one thing, the Post has completed and put into operation its new quarters—a fine new tower. For another, the Observers now know the difference between the sound of a plane motor and a boat—even a seaplane, according to Helen Wilbert, publicity officer of the Post.

PASSWORD?

JACKSONVILLE BEACH, FLA.—Here's an O.P., where prowlers just don't prowl. Entry is gained only by means of a trapdoor in the roof of the building upon which the Post is located. The door opens only when the person arriving knows the right signal to sound upon an alarm gong.

POST GETS FLAG

WATERVILLE, ME.—Members of Dorothea Dix Tent, Daughters of Union Veterans of the Civil War, presented a large American flag to the local Observation Post. Presentation was made by Mrs. H. Burpee Larsen and the gift was accepted on behalf of the Post by George W. Bucknam, Chief Observer.

"OBSERVATION FOLLIES"

FREDERICKSBURG, VA.—More than 300 Observers, their families and friends assembled in the auditorium of James Monroe High School here recently to witness the first and only performance of a variety show presented by personnel of the local Observation Post. The production was written and directed by Herbert R. Ellis, recognition officer of the Post. R. Bruce Neill is Chief Observer.

STUDENTS SERVE

NEWPORT, R. I.—Except during the Summer vacation period, when the school is closed, 134 out of the 168 hours in each week are assigned to Observers recruited from the student body of St. George's School, upon whose grounds at Middletown, near here, the Post is located. Other watches are manned by residents of Middletown and Newport, including many boys from the local High School, states Chief Observer G. W. Wheeler.

CO IN STATE GUARD

KENNEBUNKPORT, ME.—Raymond H. Rollins, Chief Observer of the Observation Post here, has been commissioned a First Lieutenant in the Maine State Guard Reserve and placed in command of the newly-organized Kennebunkport platoon. In addition to his other activities, Mr. Rollins serves from midnight to 8 a.m. He has been on duty every day since April 15, 1942.

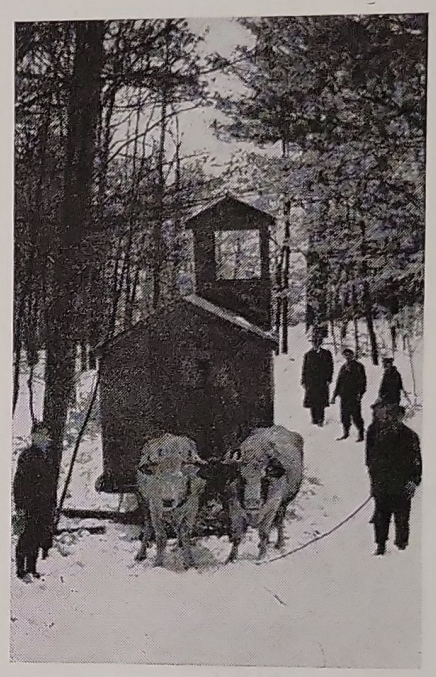
PICNIC ON FOURTH

ROCHESTER, N. Y.—An old-fashioned Fourth of July picnic will enliven the Summer social season for Observers attached to Ballantyne Post, near here, reports Edward Caves, publicity chairman of the Post. Monthly meetings of the entire Post personnel, generally on Sunday afternoons, are scheduled for the next several months. Mrs. Eva Nelson, recently named Chief Observer, presides at these forum discussions.

A POST SPLICING

ROYALTON, N. Y.—The Royalton Observation Post here was the scene of a recent wedding ceremony — the first, it is believed, ever to have been performed in such a locale.

It all happened this way: A young couple came to town one morning bent upon becoming man and wife but they found the minister they had chosen, the Rev. R. H. Moore, was serving his tour of duty as an Observer. So off to the Post they scampered, and between reports of passing planes the Rev. Mr. Moore tied the knot.



Oxen were used last winter to move the Post at Mechanics Falls, Maine to a more favorable location. Doesn't the sight of snow make you feel cooler?

RECOGNITION CONTEST

GLENARM, MD. — Similar to an old-fashioned spelling bee was the competition held recently by the Glenarm Post as a review of the material studied at the recent Recognition course. Top honors were taken by Gordon Stick, Jr., eleven-year-old Observer, while runners-up were Miss Dorothy Klem, George Wiedenbauer, Mrs. Lawrence Naylor and Gordon Stick, Sr.

EX-SOLDIER SERVES

SPRINGWATER, N. Y.—From the foxholes of Midway Island, where he was wounded in action, to the comparative quiet of an Observation Post in rural New York is the cycle traveled by John Carl Francis Townes, 29, recently named Chief Observer of the Post here.

Townes, whose mother was a full-blood Cherokee Indian, was in charge of Japanese prisoners following the Midway fighting but was returned to the mainland for treatment for wounds. Upon recovery he served as an instructor in ground troop training at Camp Carson, Colo., until he was discharged for physical disability.

He is a former student at Cambridge University, England, and is pursuing a career as a minister, following in the path of his father, who also was a minister, and his grandfather, a former Bishop of Winchester.

BRAND NEW OP

LIVE OAK, FLA.—With completion of a new Observation Post atop the Parshley building, Chief Observer C. N. Stich and his group of Observers have gone into action at the Live Oak Observation Post.

FIRST AID AT OP

WASHINGTON, D. C. — An Observation Post free of debt, equipped with a certified Red Cross First Aid Station and with most of its observers either graduates or soon-to-be graduates of the First Fighter Command's Aircraft Recognition Course is Post No. 21.

Starting from scratch on May 16, 1942, the Post now has property valued in excess of $700 and has a record of only 18 hours lost since it was opened. There are 168 persons on the list of active Observers and 42 substitutes available for duty in an emergency. The Post is located on Government property and has a signed permit from Secretary Ickes to occupy the ground until the war ends.

PERFECT RECORD

GREENE, N. Y. — A perfect score in attendance was attained by the Observation Post here during the month of May, according to W. Mason Turner, Chief Observer. With 135 active Observers on the Post, Mr. Turner reports it was necessary to use only one substitute to keep the 744 hours in the month manned at the Post.

VISIT AIR BASE

MANAKIN, VA.—As a climax to the Aircraft Recognition course being conducted at the Observation Post here, Observers of the Manakin Post visited the Richmond Air Base recently to see the planes they had studied. Mrs. Byron Clarke, Post recognition officer was in charge of the school at Manakin.

to the tip of Florida . . .



GLASS TOWER POST

LAKE MOHAWK, N. J.—In a glass-enclosed tower atop the Lake Mohawk Country Club, Observers of the Post here have an uninterrupted view of the surrounding countryside as they scan the skies for aircraft. Headed by Chief Observer Francis C. Wheeler, some 200 Observers comprise the personnel of this post, which has been in continuous service since before Dec. 7, 1941.

GOOD NEWS AFTER BAD

ALBANY, N. Y.—Mrs. Anne E. Barker, who has completed one year of volunteer service in the Albany Information Center, recently received word from the War Department that her husband, Lt. Stephenson M. Barker of the Armored Forces was "missing in action" in the African theater. Several weeks later the original message was amended to read that he was "wounded in action" and hospitalized as a result of wounds received while fighting behind the Nazi lines near Gafsa and Kasserine Pass.

Then came the glad tidings from the lieutenant himself that his wounds were not as serious as they had seemed at first and that he was back in action after ten days in the hospital. Accompanying the letter was a small package which contained the Order of the Purple Heart, awarded to Lt. Barker for "military merit."

COURSE COMPLETED

RIDGEFIELD, CONN.—Eighty-one certificates of completion of the Aircraft Recognition course were awarded Observers here recently. On behalf of the students, Miss Geraldine Farrar presented a gift to E. E. Roberts and Ralph J. Kasper, the Post's recognition officers, who conducted the school.

LEAFLETS CARRY APPEAL

JACKSONVILLE, FLA.—Every shopper in Jacksonville and its metropolitan area is being made aware of the need for more volunteers to work at the Information Center. Leaflets carrying the appeal for volunteers have been furnished to all department stores, specialty shops and supermarkets and are being wrapped in each purchase made at the many stores cooperating in the program.

AIR-MINDED FAMILY

SEEKONK, MASS.—Mrs. Rose Hindersinn, an Observer on the local Post, has a personal as well as a professional interest in Aircraft Recognition. One of her two sons is Lt. Raymond Hindersinn, co-pilot of a bomber which took part in the Battle of Wake Island more than a year ago. Another son has just recently won his wings as an Army pilot.

Mrs. Hindersinn is a recent graduate of the Aircraft Recognition course here, as is Miss Rachel Dupouy, whose brother, Parker Dupouy, was with the Flying Tigers in China.



The comfortable and utilitarian OP at Boyertown, Pa. Warren M. Yerger is Chief Observer, Norman H. Schoenly, publicity officer.

FRIDAY AM WINS

ALBANY, N. Y.—Presentation of a banner for winning a four-weeks attendance contest was made to the Friday morning shift of volunteers at the Information Center here.

Maj. John C. Macarow, Albany Air Defense Region Signal Officer, made the award and congratulated the assembled Aircraft Warning volunteers for coming from behind in the last week to win the contest. The winning shift averaged 93.8 per cent attendance for the four weeks. The Tuesday evening shift finished second, while the Thursday morning crew took third.

REAL CIVIC SPIRIT

LACOOCHEE, FLA.—A fallen plane was reported by Observers of Trilby-Lacoochee Post recently, and the occupants found as a result. A true cross-section of the communities it protects is the post's roster of observers. The Post was erected by labor contributed by the Personnel, and material donated by business firms of the community.

Henry W. Moore of Trilby is Chief Observer; his aides are W. J. Mahaffey and Mrs. M. K. Flowers, both of Lacoochee.

FIVE MILE HIKE

NORTHFIELD, VT.—The fact that she has to walk more than five miles over back-country roads does not deter Mrs. Eliza Amell of this community in her work as an observer on the Post near here. She serves a weekly tour starting at 6 a.m. Mrs. Amell is a widow with six children, two sons in the armed services.

BLUE RIDGE PATRIOTS

ALBEMARLE COUNTY, VA.—Although it is far off the beaten track of airplanes and, in the words of its own Observers, "possibly holds the questionable distinction of being the least of enemy objectives," the Observation Post at Miller's School, in the heart of the Blue Ridge mountains, has been manned 24 hours daily since Pearl Harbor. Eighty-five Observers are on duty.

GOOD STUDENTS

MIAMI, FLA.—Members of the Victory Corps of Edison High School here are among the best recognition students in the region, reports Major Philip Stevenson, Regional Ground Observer Officer. Many of the young people have had some form of aeronautical education as a part of their regular school courses, and recognition courses become relatively simple for them as a result. Accompanied by an adult, they are making splendid observers, too, the major declares.

OBSERVERS PARADE

PORT WASHINGTON, L. I.—One of the most striking features of the Memorial Day Parade was the division devoted to the Ground Observer Corps.

Testifying to the popular appeal of the Ground Observers and particularly to the blue and gold arm bands worn by Observers, was the applause which greeted the marchers as they moved from the central part of the city to Nassau County Burial Park, where exercises were held.

The Ground Observers were led by Chief Observer Henry J. O'Brien of the Washington-Sands Point Observation Post, and immediately back of him in the procession was a huge banner, an heroic-size replica of the Observer's arm band, which was carried by two young girl Observers.

DAILY ROSTERS

HARRISONBURG, VA.—Daily duty rosters for all observation posts in Rockingham county are published in the Daily News Record, reports Arthur Tritschler, area supervisor. In addition the paper gives full coverage of all meetings of AWS personnel and has been most cooperative in the matter of publicity.



Observers on Parade. A highlight of the Memorial Day parade at Port Washington, L. I., N. Y., was the division of Observers—arm bands and all—which lent color to the occasion and served to publicize the part the Aircraft Warning Service is playing in the war effort.

New Radio Program for Volunteers over CBS



The Aircraft Warning Service will return to the air July Eighth, when its new program, "The Eyes of the Air Force," will make its initial appearance over a Columbia Broadcasting System East-coast network.

Climaxing three months of preparation under the supervision of Captain Arnold Leo, of the Public Relations staff, the new program will bring to listeners from Maine to Florida 15 minutes of top-flight entertainment every Thursday evening at 10:45 E.W.T. Leading stations of the East coast have already accepted the program as a regular feature.

The new show was originally conceived upon the culmination of 30 weeks of broadcasting the "Eyes and Ears of the Air Force," which was presented in New York by station WMCA and transcribed for re-broadcast over more than 175 stations on the East coast. The success of the program encouraged the development of the new network show, and an increased listening audience, with emphasis to be directed toward the dramatization of the work of the Ground Observer and Aircraft Warning Corps volunteers.

Highlights of individual programs of the new series will be remote pickups from posts or centers, in order that volunteers may actually take part in the shows, with the addition of a full CBS orchestra, and a chorus of eight from Mitchel Field, many of them formerly professional singers in civilian life. Westbrooks Van Voorhis, of the "March of Time," whose narration provided the highlight of the original program, will again be featured. John Dietz, prominent producer-director of the Columbia staff is in charge of production.

Inauguration of the new program will also feature the formal presentation of a specially-created "Silver Citation" award for meritorious service above and beyond the call of duty on the part of volunteers. The award will be made as the occasion warrants, and will be retained by the Observation Post or Center concerned.

The initial program will dramatize the experiences of Mrs. Margaret Oberbeck, supervisor in the New York Information Center. Present at Wheeler Field, when it was bombed by the Japs, Mrs. Oberbeck narrowly escaped death, and shortly afterward came to New York, where she immediately volunteered for AWS work.

Joe Ruscoll, Columbia writer, author of "Romance" and other programs, is preparing the script.

Letters to Observers

In recent weeks we've seen a number of copies of form letters which Chief Observers have been sending to the observer-personnel of their posts in an endeavor to maintain enthusiasm at high pitch, and also to relay information on the operation of the post.

An excellent example is the recent letter sent by Chief Observer A. S. Hermann at Yaphank, New York to his observers. Mr. Hermann points out the necessity for keeping up the "gold star" record achieved, the seriousness of the situation which calls for the alertness of every observation post, and the urgency of having enough volunteers. He also covers the aircraft recognition program and submits a complete list of observers and hours served from February 1 to May 1, 1943.

Flyer Lauds Recognition

"I'm interested in your work as a 'Spotter' as my work is tied indirectly with the spotter system over here," writes Major James Allen Bailey, Jr. of the Eighth Air Force in England to his aunt, Mrs. Ruth Poole, Chief Observer of the observation post at Hamilton, North Carolina.

The Major's letter points out the value of knowledge of aircraft recognition.

"Have you had any schooling in aircraft recognition?" he asks. "It's very important. A lot of 'Jerry's' planes look like ours, and it is a pretty tough job to say whether a plane is friendly or enemy before they are right on you—and lots of times it's too late.

"Over here we have a saying about Famous Last Words—'I think it's one of ours.'"

Mrs. Poole adds a thought for all of us in the Aircraft Warning Service: "Let's all pull together and do our part so no one can ever say these were 'our last words.'"

THE PRACTICAL USE OF AIRCRAFT RECOGNITION

When the announcement was made from Headquarters I Fighter Command that certain types of training and non-combatant aircraft would no longer have to be reported by the observers, very few realized that here was the practical, every-day use of aircraft recognition.

Intended primarily as a vehicle for quick and accurate identification of hostile aircraft over our shores, most observers had thoroughly enjoyed the fascinating study, quite unaware that as the tempo of the war increased they would have an opportunity to use their new skill.

The ground observers themselves will be least likely to feel the effect of this new ruling except in certain areas where there has been some congestion in the heavy traffic lanes due to the great number of the specified craft in operation; but a considerable difference will be noticeable in the other operations connected with Aircraft Warning. This will mean that for the great majority of observers the satisfaction is going to be mainly in putting their recognition course to work.

Moreover, this practice entails a large amount of responsibility. It places an obligation squarely upon the shoulders of the observers. The knowledge which observers have of types of aircraft is a definite value to the Army Air Forces in this elimination of reporting.

For some time the Command has realized the advisability of relaxing the pressure on the communication lines to the filter and information centers, generally located in busy war centers. To the present time the telephone companies have successfully maintained uninterrupted service, even under most adverse conditions, so that the only notable inefficiency arose from a situation in which the lines were too busy to handle the observer's flash call immediately. In some cases, by the time the call was put through the plane was already out of sight and most probably was being reported by another post down the line. There is good reason to fear that without some let up in the volume of messages on these wires a breakdown may occur. The many thousands of calls eliminated by the reduced number of flash messages will free the lines sufficiently to make possible speedier transmission of other, important war calls. There is a considerable saving of money involved, too; but in a war whose cost runs into millions of dollars a day, the conserving of irreplaceable material must naturally outweigh other considerations, however important.



Wells College students, on duty at the Aurora, N. Y. Observation Post, study the identification marks of a plane. Patricia Eagan holds the chart, Alice Norton points out the features.

Another, and more personal reason for eliminating certain reports is to lighten the task of the harried, overworked volunteers at the information centers. The centers have been hard pressed to handle the ever increasing volume of calls. Here on the boards, the volunteers have worked long hours tirelessly to plot every flight as it is received, two or three often doing the work of five. In some cases the new system will not solve the personnel problem in any but a small way; it will go far though. to avoid risking a loss of morale among volunteers who might begin to feel that too much was asked of too few.

The Royal Observer Corps, Britain's counterpart of our own G.O.C., has been operating on this so-called "discrimination" basis for some time, in some cases reporting enemy aircraft only.

Register Here . . .

There's a way—and only one way—Headquarters can keep constantly informed on the manner in which each Post is manned, and consequently the manner in which the entire Aircraft Warning System is operating. It is essential that this information be available.

Here's what it's all about: There is, at every observation post, a printed form which is headed in fairly large type "Observer Register." Each observer is supposed to sign his name and the hours he serves in the proper space provided on the form. When you sign you testify you have served the watch for which you are signing, and that is the only evidence the Chief has when he makes his weekly report.

The Register really constitutes the Chief's weekly report for it has to be turned in every seven days to the area office. Information contained in the Chief's report is compiled by the area office and reported, through the Wing or Region, to Headquarters.

And here's what happens when John Jones forgets or neglects to sign the Register to show that he served his watch on Monday, or Bill Smith does the same on Wednesday: the Chief's report shows those two watches unmanned; the Area report for the same period shows Post XYZ was unmanned at that period and it goes on the permanent record as a black mark against your post.

ARMY AIR FORCES GROUND OBSERVER CORPS

Reporting Code_____ For Week Ending Saturday, Midnight_____

Each Observer going on watch is required to sign his initial and last name in the columns provided on this Register Sheet and indicate the hours served. Only two Observers need sign for the Observers on a particular watch.

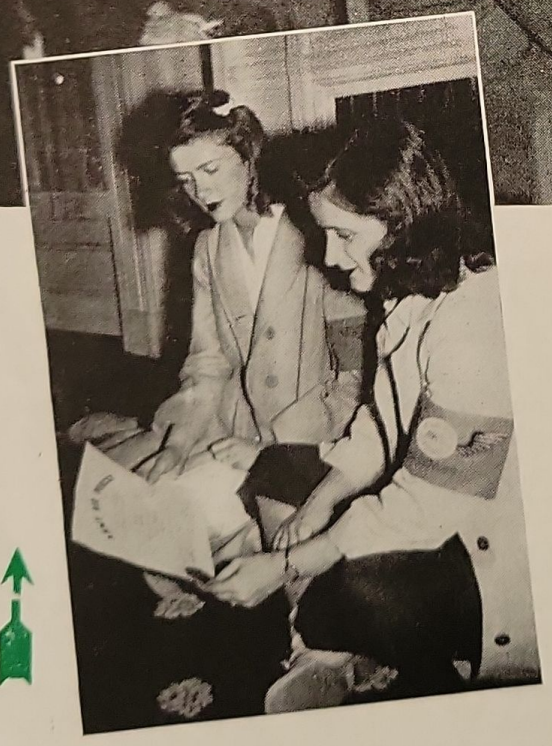
OBSERVER REGISTER

HOURS	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday

Look for this sheet at your Post.

. . . concerning Recognition Schools, and Posts atop Schools and Churches . . .





Above: An Aircraft Recognition School in Rhode Island with a Boston Wing Contact Squad doing the instructing. Left: Recognition Students from Skidmore College admire their "diplomas."

The current watchword of I Fighter Command—and it's not a military secret—is "Aircraft Recognition."

Recognition schools are in full swing, enthusiasm is running high, as in Rhode Island where District Director William Osterberg and State Liaison Officer Walter P. Jones are sure Rhode Island is the first state in the Boston Wing, if not in the entire Command, to reach 100 per cent in the appointment of recognition officers.

Another place where recognition has taken those concerned by storm is Skidmore College at Saratoga Springs, New York. The student-observers really take their planes seriously—and with excellent results.

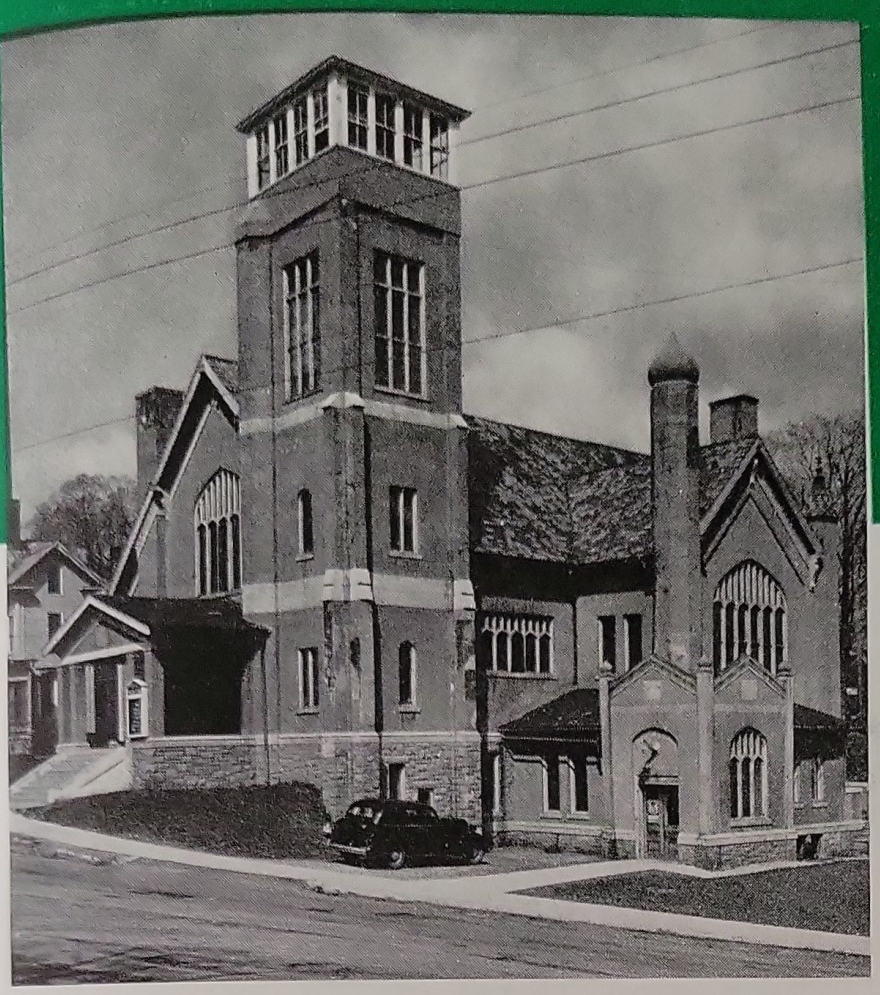
It can literally be said that our American institutions are supporting the Aircraft Warning Service one hundred per cent. Look on the top of many schools, churches or colleges on the eastern seaboard. What do you see? Yes, that's an observation post.

At Gardiner, Maine, the Rev. John W. Poole of the Church of the Nazarene is pleased with the operation of the post atop his church. The post was built ($650) with funds solicited in the community, is well organized, and has been named after Chester Grotton, the first soldier from Gardiner to give his life for his country in this war.

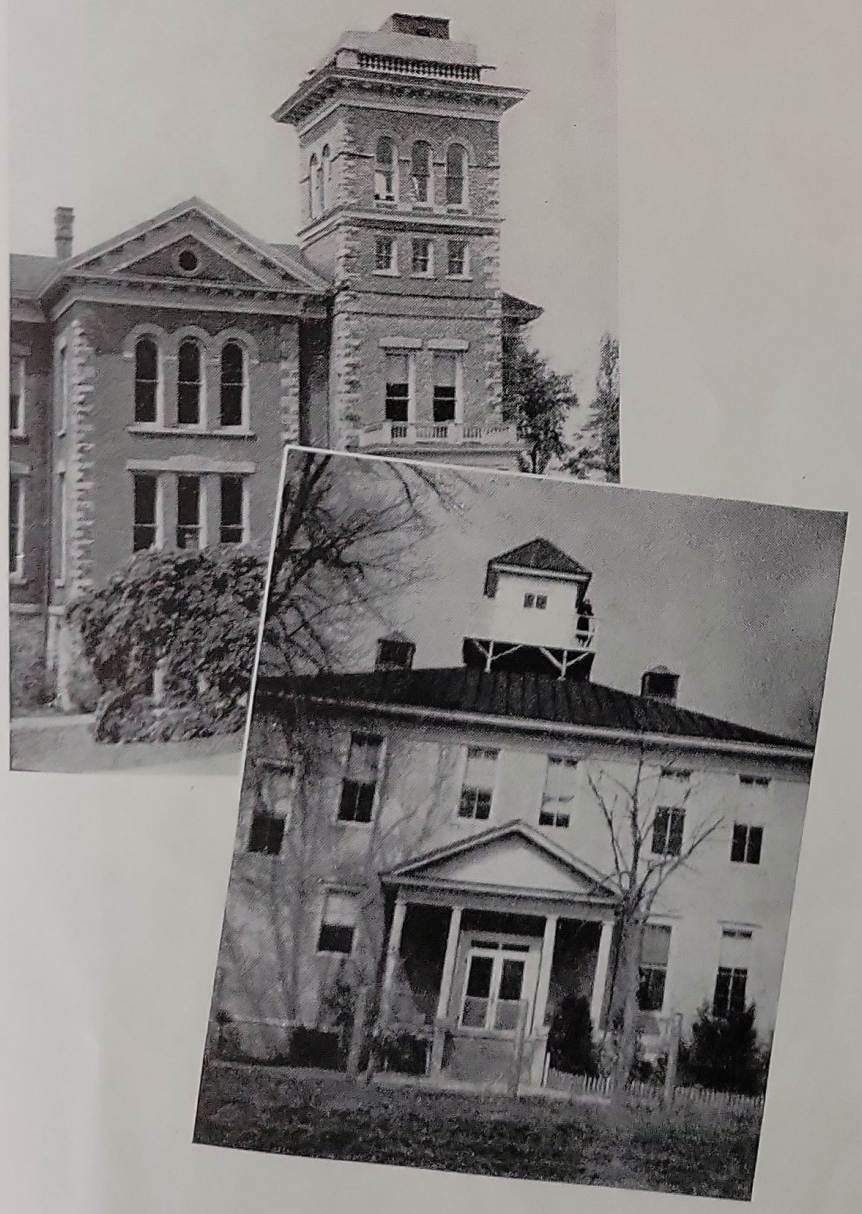
An old stone tower on the campus of Lees-McRae College, Banner Elk, North Carolina, has made an ideal spot for an OP. The students of the college vocational shops did the necessary construction work in this case. Chief Observer is Prof. E. L. Lafferty, assisted by Mr. J. C. VonCanon!

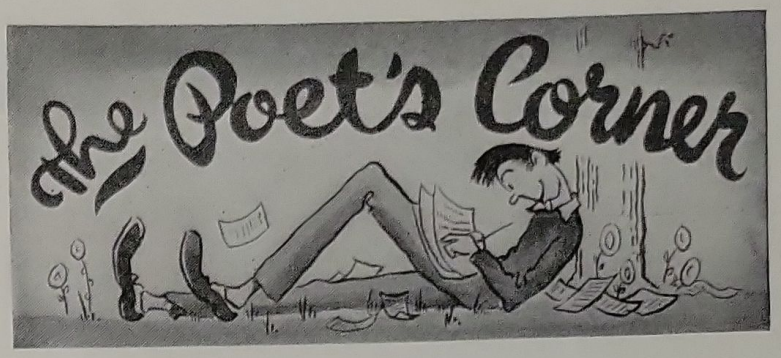
Townspeople, students and faculty members man the post atop Kenyon Memorial Hall, Alfred University, Alfred, New York. Light and heat are furnished by the university.

At Barnegat, New Jersey, the old bell tower on the elementary school serves the purposes of plane spotting. Robert H. Owen, Chief Observer, reports that the post is completely manned and that students and members of the faculty are enthusiastic spotters.



Public institutions for Air Defense. Here are Observation Posts atop a church (top), a university building (middle), and a grade school (bottom).





THE PLANE SPOTTER'S QUANDARY

Twinkle, twinkle, little star
Up above the earth so far;
How I wonder as I spot,
Whether you're a star or not.
Glasses to my nose, I ponder
On the point of light out yonder,
Thinking, "That's a moon of Saturn
Making that delightful pattern;
Still, my judgement may be off—
Astral bodies seldom cough.
One more sputter, one more spin,
And, by George, I'll phone you in!"
Now the cloud-formations dim it;
(Honestly, the sky's the limit!)
Silence falls; again I find
I must change my dubious mind
Lest I should report the zodiac
As a flight of Japs from Kodiak,
Thus infringing on the Lick
Observatory's bailiwick.
So I watch the planets climb,
More uncertain all the time,
Till I verge on the delirious—
Quit your clowning! Star, be Sirius!

NORMAN R. JAFFRAY
(in the New York Herald-Tribune)

THE FILTERER'S NIGHTMARE

Oh, once there was a little plane flying very high
The first observer spotted it and called in a BI.
Then on it flew and past the second post it sped,
The spotter called it in to us, a SINGLE plane instead.
And still the plane flew on and on and over spotter three,
Then the new report came in, it now was a MULTI!
The minutes passed and onec again the plotter heard the phone,
The little plane had now become, you guessed it, an unknown.
Oh for the life of a filterer, when the planes are winging by,
And the spotters are looking up into a foggy, dull grey sky.
And when none of them agree about what they've seen or heard.
Then's the time the filterer would like to say a word!
Her mouth is taut, her eyes they plead, her nerves are most unsteady,
And if she had a microphone she'd say when she was ready,
In a voice filled with emotion to the pilot in the blue,
"Aviator, please fly lower so the spotters can see you!!"

FAITH DAVIS
Pittsburgh Filter Center

ALIBI OF THE ISSUE

In the past our publications featured "The Alibi of the Issue" in which we presented some of the prize excuses offered by volunteers to get out of serving a hitch. Chief Observers and Personnel Directors kindly tipped us off upon assurance of anonymity. Well, we're still in business—and won't give anyone away. Why not write and tell us about some of the dandies you hear around your post.

One Observer offers, in bowing out of duty: "I've gone into a defense plant. I have to. If I don't, the army will get me!"

Another citizen of the realm, upon being approached to join the ranks of the spotters, declared: "My goodness, I could not serve. I have high blood pressure and can't look up!"

What have you heard lately?





Here are Fredric March, stage and screen star; Natalie Farmer, woman flier who has volunteered for service at the New York Information Center; and Major Fitzhugh Quarrier, N.Y.A.D.W. Signal Officer at a recruiting rally at the International Business Machines Building.



AMAZON SHARPSHOOTERS

Up at Portsmouth, N. H., the women of the Observation Post might be looked upon as "The Minute Women" of the Ground Observer Corps. They have requested that we publish their challenge to the women of other areas for, of all things, a rifle match.

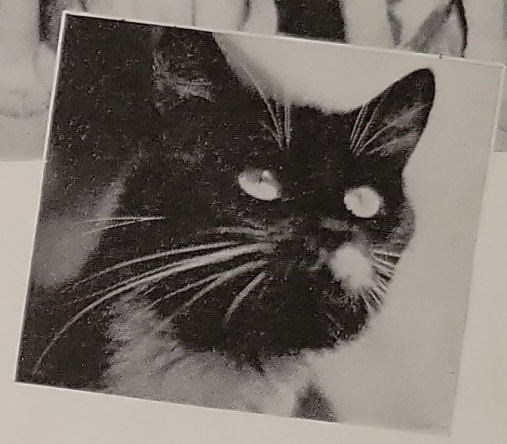
"Any bona fide rifle team,' is what the Portsmouth gals want, and they further state, "we feel that to qualify, the women of any team accepting our challenge should have served a year in the Aircraft Warning Service."

Who'll take 'em on?



At the left is Mrs. R. C. Otey, a veteran volunteer who has worked on the PBX board at the Richmond Filter Center since it went into operation. With her are two of the Center's supervisors, Mrs. Clark Spellman, standing, supervisor of the PBX day shifts, and Miss Alma Butler, supervisor of the night shifts.





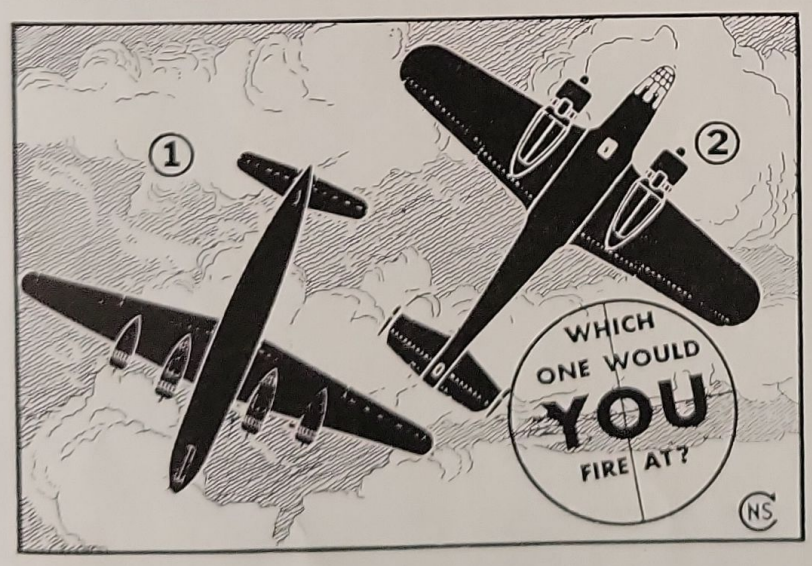
BOW WOW SPOTTERS!

Representatives of America's canine population from Maine to Florida are among the most loyal and fervent supporters of the Aircraft Warning Service—that is, if the reports we've been receiving from various points on the eastern seaboard are any criterion.

For instance there's Lassie, a collie owned by Chief Observer Morton Lamb of the Plainville, Connecticut Post. Lassie acts as official greeter. Then there's Pete, a barking good member of the Knoxville, Pennsylvania Post. An aeronautical enthusiast with a keen sense of hearing, Pete begins to exercise his vocal chords the minute he hears a plane. The Post at Wrightsville, North Carolina, similarly is bolstered by the outstanding services of another four-footed wonder.

Yes sir, from far and wide they come—stories of dogs who would rather hang around an Observation Post than gnaw at the biggest soup-bone obtainable. There are indications that some of the canine spotters are going in for aircraft recognition—but more about this at a later date. Suffice to mention now that word has just been received regarding the first feline member of a Post. The meows in this case emanate from Terra Ceia, Florida.





Not at No. 1! It's the U. S. Douglas C-54, a low-wing, four-engine transport plane. The nose of the large, oval fuselage projects far ahead of the engines. Both edges of the wings taper equally to rounded tips. The edges of the tailplane are also equally tapered and it has a single fin and rudder.

Fire at No. 2! It's the German Dornier Do 17, a high-wing medium bomber powered by twin engines. It is called the "Flying Pencil' because of its extremely narrow fuselage. The thick wings taper to rounded tips. Both edges of the tailplane taper to square tips and it has twin fins and rudders.

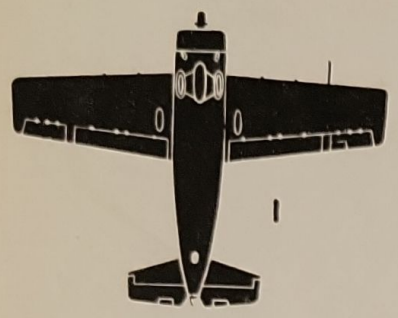
Courtesy Harcourt, Brace & Co., publishers Aircraft Spotters by Lester Ott.

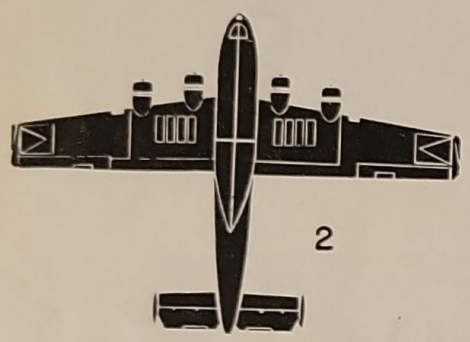


Faithful Observers at the Factoryville, Pa. Post are Mrs. Amanda Smith, seated, and Mrs. Ida Phillips, both more than 70 years old. They have never been late, nor have they missed their regular shifts since the post began operation—regardless of the weather.

AIRCRAFT RECOGNITION TEST No. 1

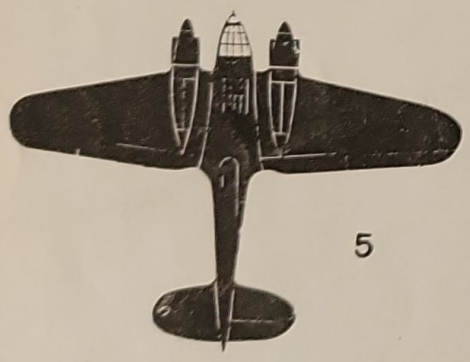
This is the first of a series of Aircraft Recognition Tests and is purposely an easy one to start off a little friendly competition. Each OBSERVATION POST or RECOGNITION CLASS is entitled to send in ONE answer, which may be the result of the work of the entire group, to each of these tests as they appear every month. To be judged, your replies must be received before August 10th. A list of the O.P.s scoring 100 per cent will be published in an early issue. Send in your answers promptly and get away to a flying start in this competition. Address all answers to The Aircraft Warning Volunteer, I Fighter Command, Mitchel Field, N. Y.


1


2


3


4

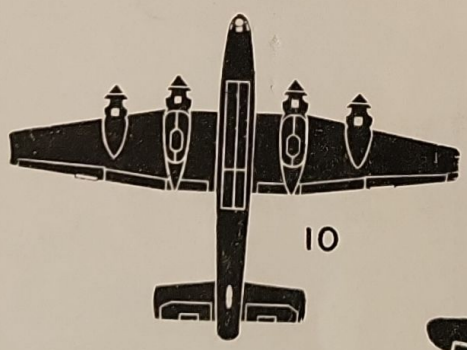

5


6


7


8

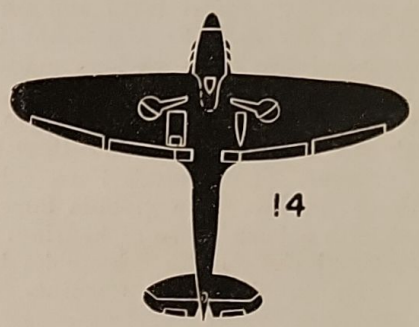

9

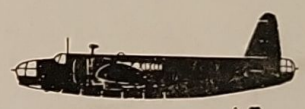

10

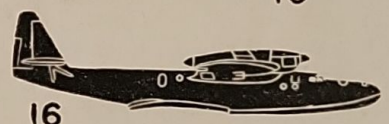

11


12

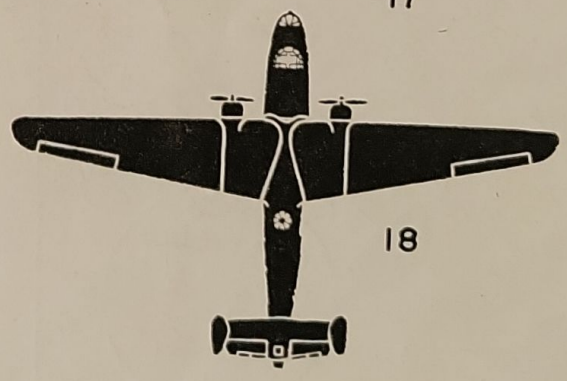

13


14


15


16


17


18

Barnes Printing Co., Inc., New York—7-43-50

HELP DEFEND YOUR COUNTRY



Be an
AIRCRAFT WARNING VOLUNTEER