

AIRCRAFT WARNING *Volunteer*



JUNE, 1943



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Editorial

Vol. I

JUNE, 1943

No. 1

"...the German people are becoming anxious over British and American air raids. They see their cities crumbling into ruins without any counter-action by the Luftwaffe."

Major General Ralph Royce, Commanding General, First Air Force, Mitchel Field, New York, made this statement in an address at Soldiers' Field, Chicago. General Royce keyed the need for alertness in the maintenance of our defenses, for constant preparedness against sudden aerial attack.

"American daylight raids have been particularly devastating," he pointed out. "What is more natural than that the Germans' desire for reprisals, which was first directed against Britain, should be turned against the United States? Nazi leaders are threatening to raid New York, Boston and Washington. What could raise German spirits more than a statement that their planes were bombing New York?"

"In raiding our cities Hitler might figure on being able to force us to keep a large portion of our offensive weapons on this side for defensive purposes. If he could thereby induce us to keep thousands of fighters and anti-aircraft guns on this side, which would otherwise be used against him in Europe, he would have achieved a major victory."

General Royce's words of warning were reemphasized by a declaration of Colonel George Baehr, chief medical officer of the OCD in Washington, before a recent meeting of the Medical Society of the State of New York.

Colonel Baehr warned that we are in as great danger as we ever were of air attacks on our seaport towns and industrial centers on both the Pacific and Atlantic.

"The technique of air raids," he said, "is quite different today from what it was during the first two years of the war."

"The increased use of incendiaries has greatly changed the technique of civilian defense. Today a moderate-sized squadron of planes can drop 100,000, even as many as 200,000, incendiary bombs over a city within an incredibly short time. Coming at a time when high explosives of large caliber have been dropped, essential services are disrupted and water supply may be cut off."

"How likely are we to have air raids? In view of the present occupation of North Africa and Dakar our Gulf Coast will not need as great a measure of protection as the rest of our coastline. But on the Pacific Coast and on the East Coast... we are in as great danger as we ever were."

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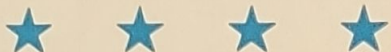
Edited and published by
I FIGHTER COMMAND
Mitchel Field, New York
for the

Ground Observers and Information and Filter Center Workers of the
Aircraft Warning Service of this Command.
Brigadier General Glenn O. Barcus, Commanding General



A MESSAGE FROM THE CHIEF!

Upon the occasion of the publication of the first issue of "The Aircraft Warning Volunteer," General H. H. Arnold, Commanding General, Army Air Forces, has a pertinent message for the volunteers of the Aircraft Warning Service. Ground Observers and Information and Filter Center Workers alike will be interested in General Arnold's re-emphasis of the danger of enemy air raids and the necessity for continued alertness in our defense system.



GENERAL H. H. ARNOLD

“EVERY American who hopes and prays that enemy bombs may never strike American soil owes a debt of gratitude to those brave men and women who form our Aircraft Warning System.

“A half million volunteers, unselfish and brave, are devoting long hours to the task of scanning our skies against enemy raiders. Along our coastlines, on farms, on mountain tops these volunteer observers work at odd hours, in rain and storm, ever on the alert. Their work is tedious. No glory is theirs except that of self-satisfaction and a realization that they are playing a part along with our Air Force pilots, gunners, bombardiers and technical crews in the survival of our nation.

“More than ever, I want to caution the volunteers of our Aircraft Warning System to be on the alert. The Nazis would like to raid our cities for many reasons. There is the question of Nazi morale. A raid on our shores would aid Hitler's cause. Coming events might also lead Hitler to attack our shores in order to keep much of our aircraft for defensive measures on this side of the ocean instead of freeing our bombers for use over Berlin. You men and women are the eyes and ears of our vast protective air-raid net. Your obligation is great. As Americans, you are equal to that task.”

A handwritten signature in dark ink, which appears to read "H. H. Arnold". The signature is stylized and fluid.

HOW THE HERCULES POWDER COMPANY MANS ITS OWN — POST —

One of the most unique posts of the Ground Observer Corps of the I Fighter Command is that built and manned by the Hercules Powder Company in Morris County, New Jersey, where armed guards of the company's special police force maintain a continuous vigil from the catwalk of a 50-foot glass-enclosed tower.

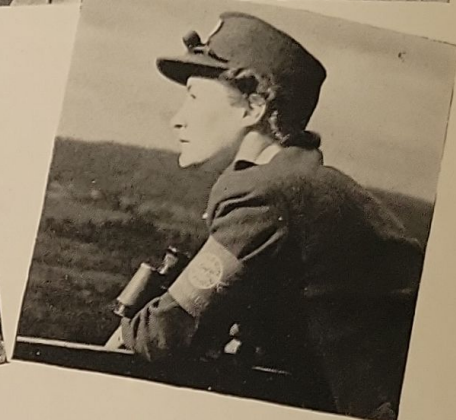
Unbroken rows of gold stars adorn the post's rating chart, for this unit of the Ground Observer Corps has never been unattended since its establishment in September, 1942.

Let's let Major J. D. Felsenheld, District Civil Director of the Seventh District, New Jersey, tell the story:

"With the draft depleting our male observer personnel faster than we could replace them and war industries gathering up women observers in bus loads, we were hard pressed to keep our Berkshire Valley Observation Post manned. 'Get 'em today and lose 'em tomorrow' became the nightmare of our supervisory forces.

"Then like a revenue cutter to a ship-wrecked crew in a life-boat came an invitation from Mr. J. A. Struthers, General Manager of the Hercules plant to come and discuss the establishment of an Observation Post within the reservation. Yes, the Company would build a suitable tower on the highest point in the reservation and man it 24 hours a day with its armed guard force. Would we train the guards as observers? We would! And did. The perfect solution of the Director's number one problem."

As a further evidence of the Hercules brand of co-operation in the war effort, the company at its own expense sent a guard to the Wing Aircraft Recognition School in New York to become the post's recognition officer. Selected by Captain of the Guards Frederick W. Bloecher, who acts as Chief Observer, Mr. Frank R. Sickler took the recognition course and to date has gradu-



Top: The "guardettes" who take their turns as Observers at the Hercules Powder Company Post in New Jersey. Left: The Post. Right: A "guardette" on watch.

ated all of the regular guard-observers of the post as well as some twenty-five Hercules employees who were permitted to attend the classes on company time.

Incidentally, the Hercules Powder Company is the proud possessor of the Army-Navy "E" for excellence in production.

A Well Deserved Testimonial to Chief Observers

Someone writes, "How about giving our hard working Chief Observers a little well-earned praise and, at the same time, a little help in the matter of keeping watches manned?"

An excellent suggestion, and we can't think of a better or more apt way of doing this than by reprinting the following eloquent testimonial which appeared in "Eyes Aloft," IV Fighter Command's interesting publication. It's titled "Hail the Chief!" (And you know who they mean.)

"God bless our Chief Observer—a hero on the Home Front. His job is to get us Spotters organized so we can be depended on to sweep the skies with our eyes—to keep them clear—and safe to live under. That's a big job.

"Good, patient old Chief! He hurries all day, worries all night, wonderin' if things at the post are all right. He gets bawled out, balled up, mixed up, tied up, walked on and run over. He gets stuck for transportation, stuck for gas, stuck for tires and stuck for observers. Yes, even stuck with those thumb tacks, tackin' up posters on BLACKOUTS, DIMOUTS, LOOK-OUTS—and the 1,000,000,000 letters from HEADQUARTERS.

"And that's something else! Those letters have to be read, reread; the cows and the pigs have to be fed. Then—it's time for bed. Tired? Just plumb dead. War news and things run through his head.

"He tries to sleep, his tired nerves creep; he tries that game of countin' sheep. Then comes the rumble of an Army JEEP. He groans and curls into a weary heap. At last he dreams, dreadful, fitful, nightmare dreams, filled with wood and lights—and new post schemes. Then at 12 o'clock the phone-bell screams.

"Our hero holds his tongue in a vise-like bite as he reaches wildly for the light. He feels around from left to right, gets so mad he just could fight. The phone rings loud and urgent. He decides to grope his way in the dark and he grumbles and mumbles, stubs his toe and stumbles, all the while prayin' that the relief at the post hasn't failed to show up. It has. It often does.

"So our good old Chief gives in, drives to the Post and fills in. It's a SIN! It's up to us to all pitch in, to be ON WATCH—and HELP TO WIN."

The Aircraft Warning System and Fighter Training

Major Robert T. Jones, Jr.

No enemy bombs have yet fallen on the United States. And for this reason some of the 465,000 civilian volunteers, who comprise the Aircraft Warning Service of the I Fighter Command are becoming restless. They want to fight—to have a more active part in the war—almost to the point of hoping to have a chance to prove the effectiveness of the organization to which they have given so much.

It is not necessary to prove to these people the importance of air defense, or the indispensable quality of the Aircraft Warning Service in connection with this defense. By their loyal services they have proved their understanding of the necessity for protecting our factories, and for making their output available at the fighting fronts.

But to those who may be growing impatient with the "long alert," it may be interesting to know that their service is not entirely one of watchful waiting. For Air Defense is only one part of the responsibility of the I Fighter Command. Our other mission, which is always active, no matter what our enemies may be doing, is the training of military personnel for overseas duty.

It must be kept in mind that the Command has a dual mission; first, to provide for the air defense of the Eastern Seaboard, and, second, to provide competent and trained military personnel for overseas duty.

Wherever important installations in our growing overseas offensive are established, provision must be made for defending them against attack from the air. Defense of these points and areas requires the same type of organization and teamwork with which the Aircraft Warning Service is familiar. There, as well as here, we must have timely warning, proper display of information, radio direction of defending fighters, and pilots trained in following these directions. Our Aircraft Warning Service volunteers, who are accomplishing this work over here, are helping to train military men to perform all these functions overseas.

All this is the work of the Air Defense team, and like any other team, it must have practice before it can do itself justice. Fighter pilots must be accustomed to working with ground control and all officers and enlisted men responsible for this ground control must be equally well trained in their duties.

A high degree of skill in handling communications and operational problems of the Aircraft Warning Service is being developed by officers and enlisted men of the I Fighter Command. Practice interceptions, run almost daily, are providing constant experience for ground officers and pilots in working under simulated combat conditions. To this extent, the volunteers, who make the Aircraft Warning Service possible, are participating in offensive operations, as well as providing for the defense of America.



Here I Fighter Command's Director of Warning Center Volunteers, Major Robert T. Jones, Jr., talks over matters with Mrs. Thomas Keefer, Civilian Personnel Executive of the Philadelphia Information Center.

Lights Out in Pittsburgh —But Not in the Filter Center

Filtering by flash light! That actually happened in the Pittsburgh Filter Center when the power in the building was turned off. The elevators weren't running either and—well, let's have Mrs. Marianna T. Hilliard of the Pittsburgh Center tell the story. She was there.

"PITTSBURGESQUE"

"CONVERSATION WITH A SUPER-VISOR"

"Hello, Hazel 2986? May I please speak to Miss Elsie Delaney?"

"This is Elsie Delaney, Mrs. Hilliard, what can I do for you?"

"Well, the shoe is on the other foot Miss Delaney, and this time I can do something for you. This is the story. The power is being turned off in the building on Saturday night and won't be on until 8 o'clock Sunday morning, which means that your shift 11:30—4:00 can stay home and get a good night's rest—the enlisted men will take care of the Board on Saturday night."

"But Mrs. Hilliard, you can't do that to us."

"Do what Miss Delaney?—Remember that our Center is on the 12th Floor—no elevators will be running—and heaven knows you can't all walk up 12 flights of stairs."

"Well, why can't we? Now listen, Mrs. Hilliard, we all heard about this power being turned off so we talked it over and we've got a plan:

"We all meet in the lobby of the building at 10:30—we bring flash-lights and a few good home baked cakes—and we stay on our shift, see. We think it will be fun and the girls will be awfully disappointed if you tell them they can't come. THEY WANT TO!"

What happened? Mrs. Hilliard is proud of her loyal co-workers.

"So come they did—they walked the twelve dark flights of stairs with their flash-lights. They manned the Filter Board, not only from 11:30 to 4:00 which was 'THEIR SHIFT' but they stayed the night through until they were relieved by the eight o'clock shift Sunday morning. Volunteers also have the privilege of doing their job 'over and above the line of duty,' and they do it because they want to!"

INTRODUCING Brigadier General Glenn O. Barcus, Commanding General, I Fighter Command

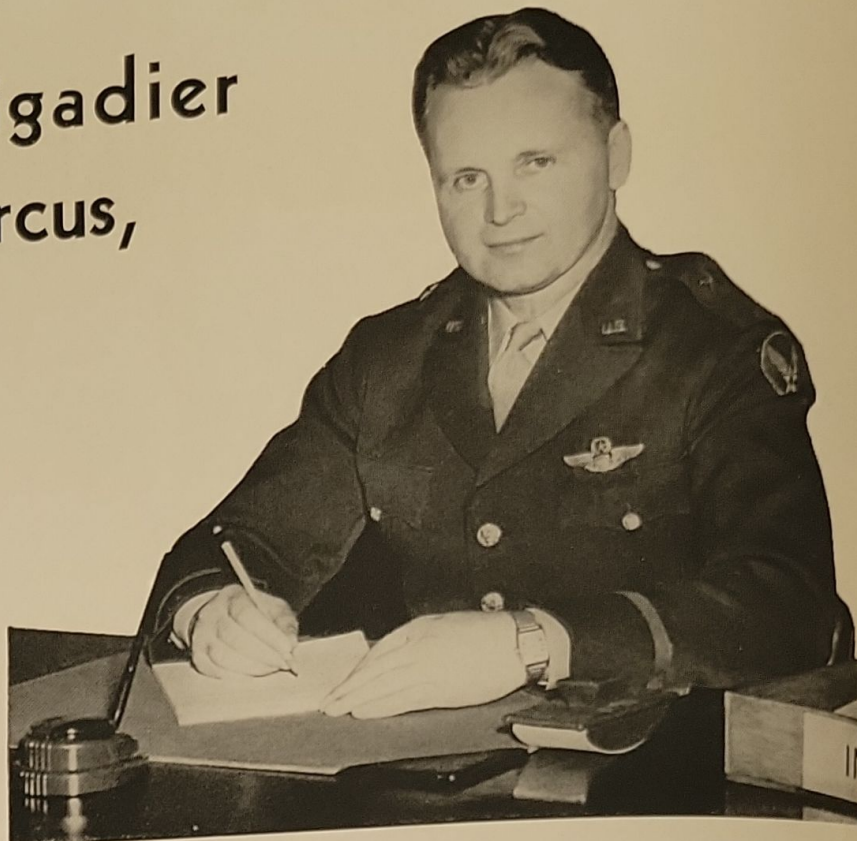


As the new Commanding General of the First Fighter Command, Brigadier General Glenn O. Barcus' job is two-fold: first, the training of pilots for offensive action and, second, to defend the area from Maine to Florida from air attack. He is a firm believer in the importance of both duties, particularly because he is an active flyer.

Born in Genoa, Illinois, July 25, 1903, he started his Army career in 1925, shortly after his graduation from the University of Illinois, and since that time he has served on posts in Kansas, Texas, Michigan, and Virginia, with foreign service in Hawaii, Puerto Rico and Trinidad. He has seen the present war at first hand in the South Pacific, where for six weeks he flew that combat area on an inspection trip for the Directorate of Air Defense, Washington, D. C.

The Air Corps was small and full in 1925, so when General Barcus decided that he wanted to become a flier, it was necessary for him to join the Cavalry. In 1925 and '26 he served with this branch of the service at Fort Riley, Kansas. Toward the end of 1926 he obtained a transfer to the Air Corps and trained at Brooks and Kelly Fields in 1927. The training period over, General Barcus was assigned to the First Pursuit Group at Selfridge Field, Michigan. This famed World War group, which numbered such renowned fliers as Eddie Rickenbacker, Billy Mitchell and others, was, in 1927, commanded by General Barcus' present superior, Major General Ralph Royce, Commanding General of the First Air Force, whose headquarters are also at Mitchel Field, N. Y.

For five years, between 1928 and 1933, General Barcus was instructor at Brooks and Randolph Fields. He was



BRIGADIER GENERAL GLENN O. BARCUS

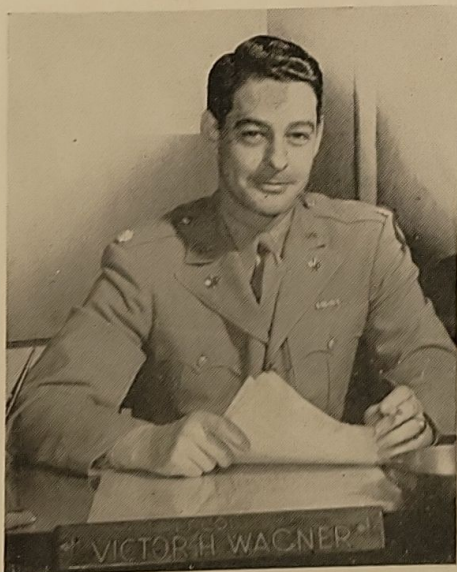
then transferred to Wheeler Field, Hawaii with the 18th Pursuit Group. He received his First Lieutenant's commission in 1931 and was married the same year. From 1935 until 1941 General Barcus was at Langley Field, Virginia with the 8th Pursuit Group, but early in 1941 was sent to Losey Field, Puerto Rico with the 36th Pursuit Group. He was stationed at Losey Field when the war broke out.

General Barcus did a short tour of duty at Waller Field, Trinidad in 1942, and in April of that year was brought into Washington to take a post with the Directorate of Air Defense.

After a trip to the South Pacific, General Barcus took over the Philadelphia Air Defense Wing in December 1942. Then a full Colonel, he remained at Philadelphia until April 12, 1943 when he was assigned to the high position of Commanding General of the First Fighter Command.

He was commissioned with the rank of Brigadier General, May 14, 1943.

Colonel Wagner's Message . . .



LT. COL. VICTOR H. WAGNER

Without communications — specifically, the all-important telephone network—the Aircraft Warning Service could not exist. As Signal Officer of the I Fighter Command, Lieutenant Colonel Victor H. Wagner is responsible for the maintenance and operation of the Aircraft Warning Service on the eastern seaboard.

Young and energetic, Colonel Wagner is a West Pointer, class of '36, and has attended the Company Officers' Course at Fort Monmouth, N. J. and the Signal Staff Officers' Course at Orlando, Florida. He has seen service at Fort Bliss, Texas; Fort Monmouth, N. J.; Schofield Barracks, Hickam Field and Wheeler Field, Hawaii; and Maxwell Field, Alabama, before coming to Mitchel Field in the fall of 1941.

Delighted to see this new publication make its appearance for all of I Fighter

Command's civilian volunteers, Colonel Wagner has this message:

"The final step has been taken to coordinate completely the splendid, efficient and patriotic services of our volunteers. This new publication brings home the fact that the Ground Observer volunteers, the CARW volunteers and the Information and Filter Center volunteers are and have been one organization.

"Thus far our service has been the difficult one of watching and waiting for the day or night which we hope will never come. When it does, and it will, let us do our job well.

"I extend my gratitude and congratulations to all of the Civilian Volunteers of the Aircraft Warning Service for the highly profitable contributions they have made so far and my best wishes to them in the continuance of this vital work."

"The report was promptly made and was thorough, complete, and intelligent in detail"—that's what the Acting Commanding Officer of the U. S. Naval Air Station at Miami, Florida said in commenting upon the service rendered by Ground Observers M. L. Lillard and George M. Fooshe in reporting the crash of a Navy plane at Hollywood, Florida, to the Miami Information Center.

The incident, described in the following letter, concretely demonstrates the value of the Aircraft Warning Service:

Lt. Col. C. P. Young
c/o Miami Information Center
Box 4621
Miami, Florida

Dear Colonel Young:

On April 10, 1943, a plane from this station crashed to destruction just east of Hollywood, Florida. The pilot and passenger parachuted to the water below and were rescued.

Notice of the crash reached this station from two or three different sources. The first notice to be received was from the Army Information and Filter Center, which was received several minutes before any other information was received. It was this notice that was acted upon and immediate rescue relief sent to Hollywood.

It is understood that two of the Filter Center Observers whose names are Mr. M. L. Lillard and Mr. George M. Fooshe observed the crashing plane and parachuting personnel and made the report to the Center.

The report was promptly made and was thorough, complete and intelligent in detail. This type of work is greatly appreciated, not only for its direct assistance to this station; but, also, because it is indicative of the unselfish and cooperative efforts of the observers serving the Army Information and Filter Center.

Very truly yours,

H. L. HOERNER
Commander, U. S. Navy
Acting Commanding Officer
U. S. Naval Air Station, Miami, Fla.

Eddie Rickenbacker writes:

Another organization to appreciate the Aircraft Warning Service is the one whose president and general manager is none other than Captain Eddie Rickenbacker—Eastern Air Lines. Captain Rickenbacker expressed his high regard for the cooperation rendered by the volunteers of AWS. His letter follows:

Dear Sir:

The following facts have been brought to my attention by our personnel and I hasten to assure you that we are grateful to all members of your organization for the hearty and intelligent cooperation our boys have received.

Note—"Last fall Trip 4 had a failure of his transmitters after leaving Charleston for Washington. Having had no contact with the trip for 50 minutes after departure from Charleston, the Dispatcher checked down-line stations in an attempt to get his position. Contact was then made with the Interceptor Command as to the possibility of the Air Raid Spotters through the Florence area having seen it. About five minutes

TWO LETTERS REVEAL VALUE AND WORTH OF AIRCRAFT WARNING SERVICE

later, the Dispatcher was advised that a ship flying at the same altitude as our Trip 4 was spotted on the airway 50 miles north of Florence. Additional information as to the progress of the flight was so accurate, reasonable estimates of his speed were made possible. Definite confirmation that this was our Trip 4 was made over Richmond when he flashed his landing lights in response to a 'blind' broadcast in hopes his receivers were functioning normally.

"Another incident involved the operation of our Trip 42 of December 15, 1942, when due to atmospheric conditions which prevented the Captain from being able to maintain radio range reception, and due to unpredictable winds, the ship was forced off its course after passing over Richmond. Two-way communication over our company voice channel was maintained at all times. Low ceilings made it impossible for the Captain to obtain ground contact until the ship found a 'hole' in the overcast; however, no landmarks were recognized. He was advised to circle the area and the Interceptor Command was contacted. A report was received from the spotters of Fairmount, Delaware, that a twin engined transport was circling over that area, and confirmation that it was our ship was made after the spotters had flashed a spot light from a fire truck, and this definitely established his position. Instructions were immediately issued as to the course back to an airport."

If convenient, I would like to have all members, both in uniform and out, under your command advised of our sincere appreciation and high respect for their intelligent cooperation.

Sincerely yours,

E. V. Rickenbacker
President and General Manager
Eastern Air Lines
New York, N. Y.



...from the top of Maine

WAR-MINDED FAMILY

SPRINGFIELD, MASS. — For the first time in two years, Mr. and Mrs. Charles O. Denver, heard the voice of their son Pfc. Charles R. Denver, 20, from "somewhere in the world" recently, when he talked to them by telephone. He is a member of a Flying Fortress crew.

His father is Chief Observer of the post here; Mrs. Denver is a forewoman at a local arsenal; another son, James, is employed by the Springfield Ordnance District; a sister, Ruth, is a secretary at the Armory Hospital; and Dorothy, 10, and Carole, 6, complete the family's war record as collectors of scrap.

VOLS HOLD FROLIC

WILMINGTON, N. C.—Lieut. Col. Oscar C. Tigner, Commanding Officer, Wilmington Air Defense Region, was the principal guest at the May Frolic of the volunteers of the local Information Center here recently, the initial venture of a planned program of entertainments.

Said Col. Tigner: "Events such as these are a good meeting-ground for all personnel, and we will do our best to see that something on this order becomes a permanent fixture."

THREE HOUR ACTION

SCREVEN, GA.—Three hours after an official Army "contact" squad had visited this town, City Commissioners had voted funds to construct a new Observation Post. C. W. Collins, School Superintendent, and Chief Observer, was instrumental in arranging the speedy action.

OP REFERENCE LIBRARY

MONROE, N. Y.—An Observation Post section has been established in the library here, with Mrs. Crawford, publicity officer of the post, in charge of keeping it stocked with reference material valuable to Observers. Book and magazine articles of interest to observers, plus a scrapbook record of the Post's activities, make up the bulk of the available material.

RED CROSS GETS FUNDS

ST. GEORGE, S. C. — Little Jerry Utsey, mascot for the Observation Post near here, made the first contribution to the Upper Dorchester County Chapter of the American Red Cross—a \$50 check representing the balance from contributions made for the construction of a new post recently built on the courthouse grounds.

INACCESSIBLE POST

SPARTANSBURG, S. C.—Rising 50 feet above the 3200-foot Tryon Peak, the local Observation Post is the highest in the Charleston Region, so remote that it can be reached only by a winding trail. Food for observers comes from six miles away.

Chief Observer Marcus B. Caldwell has 10 assistants, all on "instant alert" status.

RECOGNITION SCHOOL

CHARLOTTESVILLE, VA. — The principal, three instructors, and 35 members of the student body of Red Hill High School here were among the 53 qualified observers who received Recognition Certificates recently, when they graduated from the course in Aircraft Recognition.

The Observation Post is on the school grounds, and recognition is taught in conjunction with the regular school session. Presentations were made by Mrs. W. T. Snodgrass, post recognition officer.

GIRL SCOUTS SEE OP

JACKSONVILLE, FLA.—In order to give the youth of this city a first-hand view of the vital volunteer work being done in the defense of their country, girl scouts of Troop 13, sponsored by the Riverside Presbyterian Church, were permitted to visit one of the Observation Posts near here recently.

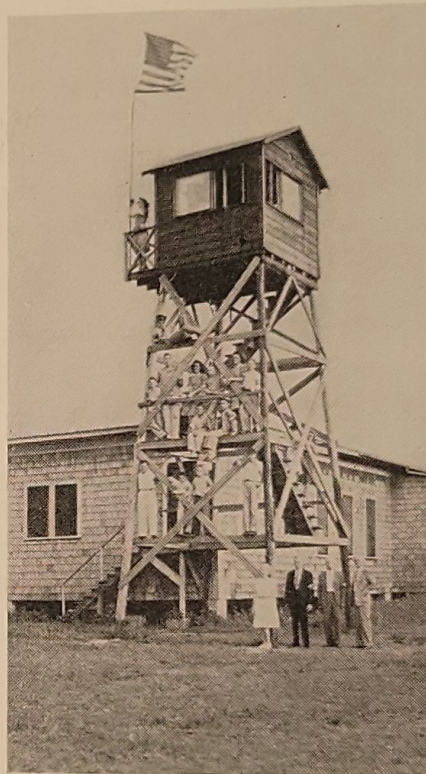
The girls were escorted by Mrs. A. G. Wilson, Jr., Scout Leader; District Director Charles E. Flynn; Area Supervisor C. Frank Whitehead; and Chief Observer Clifford E. Bird.

SPOTTERS DRAFTED!

HIGH SPRINGS, FLA.—Finding spotters to man the local Observation Post is comparatively easy for Mr. J. A. McArthur, Chief Observer, under a draft system instituted by the City Commission.

Realizing that the task might "fall too heavily on a few citizens," the Commission passed a resolution on request of Mayor P. D. Weeks, providing for a listing of residents "physically able to aid in this work. The aged, ill, and others only upon whom an undue hardship to serve would ensue shall be excused from service," the resolution says.

"In the event they are unable to serve assigned periods due to work, health, or other good reason," it continues, "they shall be expected to obtain someone to protect the assigned watch hours. It is permissible to employ and pay a substitute."



The Post at Terra Ceia, Florida.

PARSLEY TO PLANES

TERRA CEIA, FLA. — From harvesting crops of tomatoes, eggplant and cauliflower to manning their local Observation Post is the task of a majority of the observers here, all of whom are engaged in truck gardening.

Manned 24 hours a day since May 1942, the post has as its Chief Observer T. R. Robinson, formerly of the U. S. Department of Agriculture. Mrs. W. R. Polard, who organized the post in August 1941, is assistant.

THE ELEMENTS HELP

PORTER, ME.—Flies, mosquitoes and cold weather were instrumental in securing more adequate quarters for the Observation Post here. The insects caused

the observers to transfer from a small lumberman's shack to a cabin with screened porch. When cold weather came, the Town of Porter bought the rented cabin, and the Civilian Defense Committee and American Legion equipped it with insulation, flooring and a glassed-in porch. Arnold D. Chase is Chief Observer, while his wife and twelve year old son are among his loyal supporters.

POST WAR MUSEUM

MACON, GA.—As a means of keeping up interest in their work, members of the Macon post have set up a War Museum near their post and have on display guns and other relics from nine wars in which Americans have participated. John F. McCarthy is Chief Observer, and S. H. Hightower is his assistant. Many of the observers are veterans of World War I.

ATTENDANCE BOOST

ALBANY, N. Y.—Faced with too-frequent tardiness on the part of a few workers in the Information Center here, Mrs. Emily Warner, Volunteers' Operations Chief, initiated attendance competition among the various shifts, with a banner, donated by Major John C. Macarow, Regional Signal Officer, as the reward.

Mrs. Warner, long-time volunteer, is the daughter of former Governor Alfred E. Smith.

POST RAID SHELTER

MADISON, GA.—The Observation Post here boasts an air-raid shelter, the entrance only a few yards from the post. Owned by the Georgia State Highway Patrol, the shelter is of six-inch reinforced concrete.

Chief Observer—Mrs. George F. Shaw, aided by Miss Laura Baldwin.

HELP PILOT HOME

WESTFIELD, MASS.—Add the observers of the Observation Post here to the rapidly-growing list of volunteers who have been instrumental in saving the lives of Army pilots.

Observers on duty in extremely rough weather heard a plane circling aimlessly near the post. They called in a "Red Flash," the Army took over, and the pilot was guided to his home field.

to the tip of Florida...

HAVE YOU HEARD?

CALICO CROSS ROADS, N. C.—Leslie Venters, Secretary of the local Observation Post, is quite sure a lot of newspapers never heard of this place, but he is also sure that the citizens of this small pineland community have one of the better Observation Posts in the First Fighter Command.

"When war was declared we used a little house for our post, but then our people got together and built a new one. We are just as conscious of the importance of keeping our post in operation as they are in and near the big cities," he said.

Charles Jones is Chief Observer.

OH BOY! A FISH FRY!

SOUTH JACKSONVILLE, FLA.—The observers of this post celebrated its first anniversary recently with a fish fry, presided over by Clifford E. Bird, Chief Observer.

C. Frank Whitehead, Area Supervisor for Duval County, and Charles E. Flynn, District Director, commended the observers on their loyalty, particularly those serving on the "graveyard" shift.

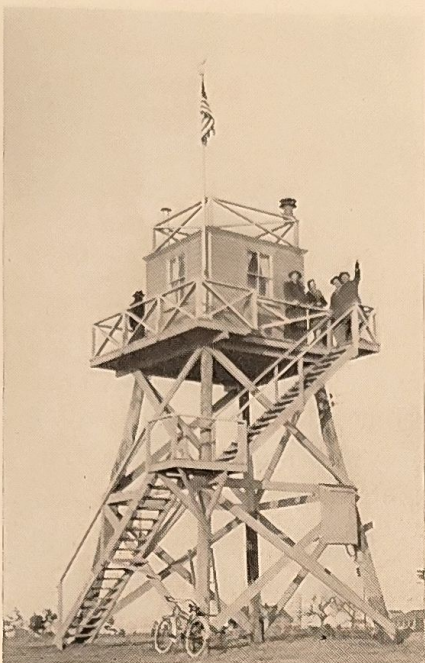
Seventy-five pounds of fish, plus all the "fixins," were consumed.

SPOTTERS VISIT PLANES

TAMPA, FLA. — More than 8000 Aircraft Warning Observers from the Tampa Region and volunteers from the Tampa Information Center have seen, admired and even patted on the back the types of planes they report so often to the Filter Center from their lookout Posts. It happened at the first demonstration of its kind, held recently at Henderson Field. Granted extra gasoline if necessary to attend, virtually every "spotter" in the 26 counties in the area took advantage of the opportunity to examine first hand every type of plane based in the state. Admittance was by identification card or special invitation only.

Thirty aircraft were on hand, but the sleek P-38 stole the show. The dive-bombers, heading toward the spectators from 6000 feet and the swift P-40s staging a dog fight also were popular. For more than two hours the "spotters" and I.C.V.'s stared to their heart's content at the bomb bays, the guns, the camouflage paint jobs and anything else about the aircraft that attracted their curiosity. An explanation of each plane was given over a loud speaker beginning at 3:15 P.M., and continued until

5 P.M. Following the description of each plane as it appeared on the ground, the aircraft was zoomed into the air and its characteristics in action were pointed out.



New Observation Post in Rhode Island.

TOWN OFFICIALS HELP

ISLAND OF JAMESTOWN, RHODE ISLAND—Town officials aided Henry Newcombe, Area Supervisor, in drawing up plans for the new Observation Post here, which commands a 360-degree unobstructed view of the surrounding country.

Chief Observer—Mrs. Georgina L. Day.

THREE POSTS A UNIT

GLOVERSVILLE, N. Y.—Harold Wilmot Post of the American Legion here not only organized, equipped and manned three Observation Posts in their jurisdictional area, but they conceived and perfected an efficient organization which operates these posts as a unit.

Under the supervision of Chief Observers Lauren Sart and Jack Lalley, this organization arranged and produced an "Honor Roll" exhibit, which has been displayed in the Chamber of Commerce headquarters. The "Roll" contains the names of the 448 observers, whose faithful service has made it possible to man these posts 24 hours daily.

RECRUITING EFFORT

WESTFIELD, MASS.—Stanley K. Smith, organizer of two Observation Posts near here, maintains continuous correspondence with officials of clubs and societies in this region, in an effort to recruit volunteers.

KNOWS FROM EXPERIENCE

CHARLESTON, S. C.—There's a reason why Mrs. Charles P. Cecil is a staunch worker at the Information Center here. She was with her husband, Captain Cecil, USN, at Pearl Harbor when the Japs struck. Mrs. Cecil knows the consequences of sudden aerial attack and is all-out for preparedness on these shores.

AND SHE'S EIGHTY

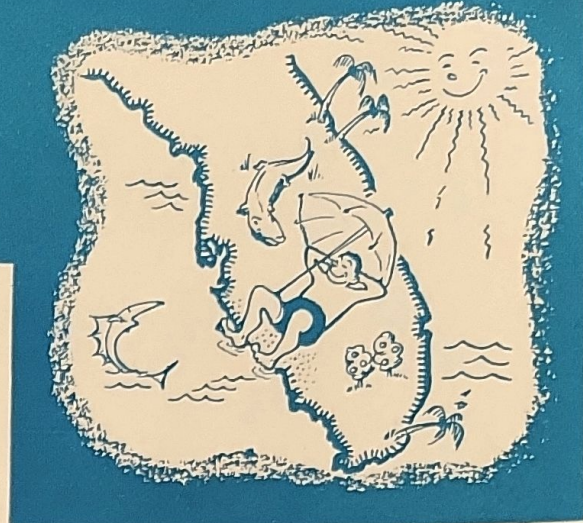
DUNBAN, PA.—Eighty years young and a Gold Star Mother of World War I is Mrs. "Muzzy" Keffer, local observer. Chief Observer H. J. Carr says that Mrs. Keffer volunteered her services, takes a regular trick of two hours per week and hikes a half mile each way to and from the post.

FROM AWS TO RC

BUFFALO, N. Y.—From AWS to Red Cross work is the course taken by Miss Beatrice Massman, assistant shift supervisor at the Information Center here. She is now in Washington, D. C. for three weeks of instruction and training for overseas duty as staff assistant in recreation for the Red Cross Foreign Service.

VISIT FROM GOVERNOR

BURLINGTON, VT.—John M. Morrow and Ernest C. Bratt were just a little surprised re-



cently, when Governor William H. Wills dropped in at their post for an 11 p.m. visit. It was social, however, and the Governor took occasion to congratulate the observers, pointing out the importance of the Ground Observer Corps in the defense effort.

Morrow and Bratt are instructors at Burlington Junior-Senior High School.

GUIDE RESCUE EFFORT

PENNSGROVE, N. J. — Mrs. Myrtle Winslow and Mrs. Ivy Stout, local observers, were instrumental in rescuing a pilot recently, when they observed a crash near their post. With the aid of Russel Lloyd, George McCormick and Philip Kupsky, who were playing nearby, they reported the crash to Headquarters, and guided rescue efforts.

WAR MOTHER GETS PIN

NORFOLK, VA.—With three sons and one son-in-law in the armed forces, Mrs. Margaret Wilson of the Information Center here was the recipient of a beautiful pin from the National Emblem Association. Captain Clarence C. Klein of the Norfolk Air Defense Wing made the presentation.



Two of Jacksonville's leading stores recently cooperated with the Aircraft Warning Service to the extent of presenting effective window displays in connection with the drive for volunteers. One of these is shown here. At both stores booths were placed in front of the windows, and recruiters approached all passers-by. According to reports, the results have been excellent.

Flight Control Command Tells of Downward Trend of Plane Accidents

Recent months have seen a number of incidents in which alert Observers have rendered invaluable assistance in the case of airplane accidents—sometimes to the point of making possible the saving of lives by prompt reporting.

It's safe to assume that all Ground Observers and Information and Filter Center Workers, by the very nature of their work, are interested in airplanes, in such subjects as flying safety. With this in mind we are reprinting the following from the Safety Education Section of the Army Air Forces Flight Control Command:

"The chances are better than 20 to 1 that if you're a pilot or a member of the flight crew, you'll go through the next 12 months without an airplane accident of any kind—not even a sprained ankle or barked shin.

"This prediction is based on figures prepared by Colonel Sam R. Harris, Commanding Officer of the Flight Control Command, after an exhaustive survey of AAF accidents and their causes during the past year.

"Other figures show the downward trend in the rate of all Army airplane accidents as well as of fatal accidents during the 8-month period from July 1942 through February 1943, indicating that the safety campaign which was begun last year has produced results. And this has been accomplished despite a great increase in flying and comparatively inexperienced personnel.

"Pilots in the Army Air Forces flew almost a billion and a half miles within the continental limits of the United States during the first 9 months of 1942—equal to 57,000 trips around the world or 7½ round trips to the sun. This is more than twice the distance flown by the Army during the ten years ending 1939!

"During that same 9-month period in 1942, there was only one fatal accident in every 1,750,000 miles flown, averaging only one fatality for every 850,000 miles flown!

"Averaging the same nine months in 1942, it was found that there were 75 accidents of all types for every 100,000 hours flown by the AAF within the United States of which only 8 were fatal accidents, resulting in 17 fatalities.

"These facts, together with others revealed in the survey, indicate that the AAF is making rapid strides both in its material and in the training of personnel, toward a safer future for flying.

"Significantly though, it was revealed that almost three-fourths of all accidents could be traced to carelessness, negligence, or error on the part of pilots and flight crews, of which a great percentage is preventable. Pilots and their crews, therefore, can do more to make safe flying a reality than any other factor for the future of aviation in the United States and to insure the success of the Army Air Forces in this war."

New Post Dedicated Atop Atlanta Building



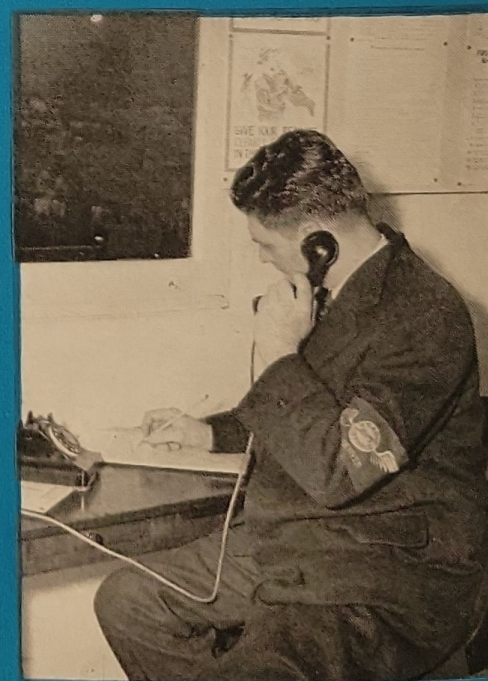
Lieut. Colonel Brundage speaking at the dedication ceremonies.

Lieut. Col. Keene N. Brundage, Commanding Officer, Charleston Air Defense Region; Lieut. Lloyd A. Williamson, Filter Area Ground Observer Officer; and the Rev. Raminondo de Ovies, Dean of the Cathedral of St. Phillip, were the principal speakers at the recent dedication of a new octagon-shaped Observation Post atop one of the largest buildings in the downtown section of Atlanta, Georgia.

A congratulatory message from Governor Arnall was read by Chief Observer Luther Alverson, local attorney.



The new Atlanta Post.



Assistant Chief Observer Davis "in action."

SHORT STIRLING and CORONADO Added to Aircraft Recognition Course

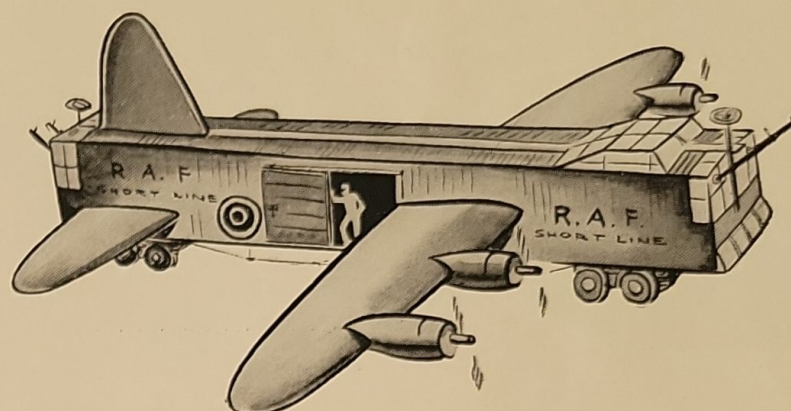
SHORT STIRLING →

Meet the Short Stirling British bomber and America's Consolidated Coronado (PB2Y) flying boat. These two planes have been officially introduced as additions to the fifty-four aircraft taught in the basic course on Aircraft Recognition. Information on the distribution of material describing these planes is being sent to the four Wings and the Albany Region.

The Short Stirling is a four-engined, mid-wing monoplane with a single fin and rudder. This is the first land plane built by Short and was constructed according to the "hangar design." "Hangar design" limits the wing span to 99' since all British hangars were 100' wide. However, this limitation is no longer observed, as the British soon realized the need for larger bombers and relaxed restrictions on housing planes.

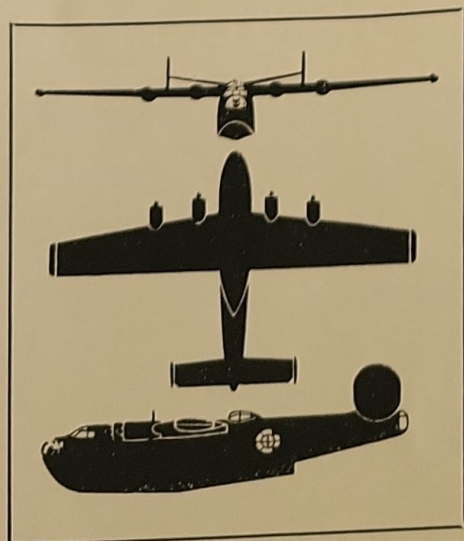
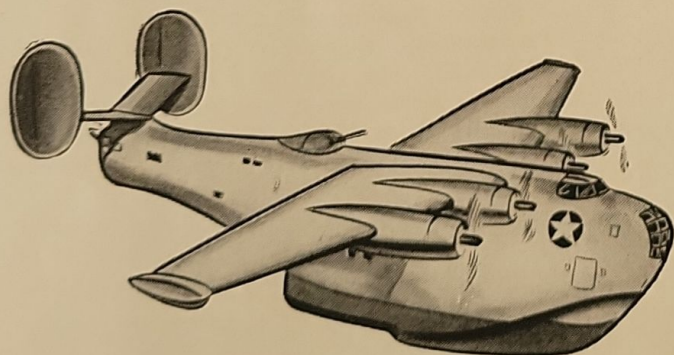
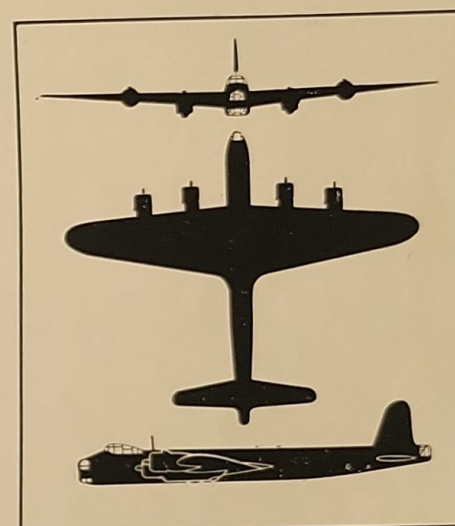
The British bombing planes are square and give a box car effect for two reasons: (1) the British were compelled to draw designers from freight car manufacturers because of shortages; (2) The British system of sub-contracting by which many firms built parts which, in turn, are shipped to a central point for assembly.

The Short Stirling is known as the "Grandfather" of all the four-engined bombers now blasting the Reich for the Royal Air Force. It has a cruising speed of 190-210 MPH, a range of 2000 miles, an armament of ten .303 machine guns, a normal bomb load of 5000 lbs., and a short run bomb load of 10,000 lbs.



RECOGNITION FEATURES

1. Inner motors underslung, outer are centered.
2. Long rectangular fuselage. Tail machine gun emplacement.
3. Tall single fin and rudder.
4. Heavy wing, uniform dihedral, thin tail plane.
5. Cockpit prominent on top of wing.



← CORONADO

The Consolidated Coronado (PB2Y) is a four-engined high wing flying boat with twin fin and rudders and retractable wing tip floats. This plane was the first four-engined flying boat constructed by the United States. At the present time it is used mainly for cargo and transport work. Flying boats are well suited for long range work of this type since they have unlimited taxiing distance and can, therefore, carry very large loads.

The Coronado has a cruising speed of 125 MPH, a range of 4000 miles, and can carry a cargo of 10 tons. Since it is used as a transport there is no armament.

RECOGNITION FEATURES

1. Bulky, large flying boat hull.
2. Wing swept back with square tips.
3. Tail plane rectangular and dihedral.
4. Vertical round rudders mounted outboard.
5. Retractable wing floats.

...all about Gremlins, Lieutenant Governors, and, a Post, yes, in a State Prison....



The Albany Information Center was visited recently by Thomas A. Wallace, Lieutenant Governor of the State of New York, who, upon completing a tour of the Center as a guest of Lieutenant Colonel William T. Young, Jr., Commanding Officer, highly praised the efforts of the volunteer personnel. Picture shows Lieutenant Governor Wallace next to Lieutenant Colonel Young, right.



Top: This is the unusual Observation Post atop the Florida State Penitentiary. Bottom: Spotters on the job.

Zigfu, king-pin of the Buffalo Information Center Gremlins, was to have appeared in the last issue of the Aircraft Warning Volunteer, but "he didn't wanna!"

"Why not, Zigfu?" asked Rix Jennings, the Buffalo Information Center volunteer artist.

"I was playing ping-pong with one of the volunteers, of course. She's Center ping-pong champion and by the shadow of the Rising Sun she's going to stay champion. Makes her late for her relief sometimes, too, but she's got to play with all contenders, hasn't she?"

"That's a selfish answer, Zigfu. Some day when I take you out of that ink bottle, I'm going to have a hair across my pen point and punish you good!" threatened Mr. Jennings.

"Oh, Mr. Jennings, not that!"

"By the way, what are you pouting today for, Zigfu?"

"I'm mad. The girl that I came with had some shopping to do and it made her a half hour late. The shift supervisor called her down for keeping another girl on duty overtime. What difference did it make? It was raining and the other girl couldn't do anything anyway."

"Zigfu, what if an air raid should strike this center during your girl friend's shift; do you think she would be able to do her part in protecting this Regio nagainst the attack?" queried Mr. Jennings.

"No. I don't think so."

"And why not?"

"She wouldn't be there. She'd start out late as usual and then spend the rest of the time trying to talk her way past an air raid warden."

Established December 15, 1942, the Observation Post at Raiford, Fla., is manned entirely by prisoners at the Florida State Prison, who are allowed to serve if they have good institutional records. They must take their tours of duty on "free time," or before, between, or after the regular prison day's work is done.

The post is atop one of the prison buildings, and the Chief Observer is "Jack," 42. Leonard F. Chapman, Superintendent of the prison, lends his full cooperation to the organization of the post.

Interesting Florida Post Manned by Greek Sponge Divers



Manned by Greek sponge divers, the Observation Post at Tarpon Springs, Florida is a tribute to the sponge industry there, the largest in the world. The Post is located on the shore and affords observers a visibility of more than six miles. A. L. Tarapini is Chief Observer.

A Message to Our Readers

This is the first issue of "The Aircraft Warning Volunteer," written and published by the I Fighter Command for the volunteers of the Aircraft Warning Service—Ground Observers and Information and Filter Center Workers. However, the relationship does not end there. We, the editors, are dependent upon you, our readers, for material. We want to know how things are at your Observation Post, what's happening at your Recognition School, the latest news at your Information or Filter Center. We need this information as a basis for our editorials, our feature articles, our short news items.

Please help us help you by keeping THE AIRCRAFT WARNING VOLUNTEER in mind—editorially and photographically. Address: The Editor, AIRCRAFT WARNING VOLUNTEER, I Fighter Command, Mitchel Field, L. I., N. Y.

This publication, of course, supersedes the former OBSERVATION POST for Ground Observers and the similarly named paper for Information and Filter Center Workers.



WELL DONE

*Let's pause for a moment and give a big hand
To those wonderful girls of the Fighter Command.
Working all day with ears glued to the phone
Plotting the course of each plane that is flown.
Charting each ship as it speeds through the sky
Marking the board—flying low, flying high.
You'll find them on duty at day and at night
Their small colored arrows are trailing each flight.
There isn't much glamour attached to their task
For headlines and glory these girls never ask.
Shut off from the public, unseen by the crowd
They serve at their stations, alert, keen and proud.
Proud of the effort they tirelessly give
That this nation of ours may continue to live.
Proud of the work they so willingly do
Proud to be serving their country—and you.
So when passing out credit let's all give three cheers
For the Fighter Command—and its girl volunteers.*

JAMES E. COOKE,
Syracuse, N. Y.

I RESOLVE

*And I resolve that, come what may,
I will be faithful, day by day.
Let others say there is no need
For what I do; I'll give no heed.
No solitude my spirit owns;
At intervals, like stepping-stones,
Along our whole vast country-side,
Are other towers, scattered wide.
They form a long, unbroken chain,
Each one a fort, with might and main
Defending neighbors, children, all,
From any harm that can befall.
We are an army, great and strong,
To keep our land from fear and wrong.
No other force can do the task
So well, which God and Country ask.
The daylight comes. From home and school
As breaks the morning, clear and cool,
Smoke rises, lights in windows shine,
To say, "All's well with me and mine."
And now that I my watch have kept
While through the night my neighbors slept,
I thank my God that, as I cease,
My neighbors wake from sleep in peace.*

W. H. MILLINGTON,
Chief Observer,
West Townsend, Mass.

Airplanes Take Off!!! Finally Apprehended!!

The idea of having gas-powered model airplanes in Recognition Schools is all right—providing you can get the models. However, things happened up at Wallingford, Connecticut that definitely were not anticipated. With an obvious twinkle in her letter, Miss June DeBaise, Recognition Officer at the Wallingford OP, tells us about what she calls an "uproar" unintentionally created in one section of the town.

It seems that when Miss DeBaise's back was turned while teaching class one of the more mischievous students started the engines of the gas models. Out of an open window they flew. Class was dismissed to search for the wandering airplanes.

When one student asked a policeman, "Did you see a P-40 flying around the corner?"—the policeman looked upon his interrogator with considerable askance, and sniffed at his breath suspiciously.

Another resident of Wallingford pinched himself to appreciate the reality of the situation when a student rushed up and gasped, "The Corsair just flew down Main Street. Did you see it?"

At any rate, the two vagrant planes finally were located, and tranquility was restored before the entire populace was aroused.

Incidentally, a Helicopter flew over the Wallingford post the other day. The observer on duty reported it as "a plane with lots of wings on top."



"Don't look now but I think some one is watching us."

WHAT'S THIS???



Captain William L. Turner, who won the Distinguished Service Cross in the Southwest Pacific, is shown signing up three volunteers for the Philadelphia Information Center at the recruiting booth in the Mastbaum Theater. The women shown are, left to right: Dorothy Humble, Tillie Kamp, Josephine Caparelli.



FIRE AT No. 1! It's the German Taube, M-1915, a lowwing monoplane, design swiped from a bird now extinct. With wire holding just about everything together, this 108 mph. flash had an armament of two sawed-off shotguns and a monkey wrench.

NOT AT No. 2! It's the Sopwith Camel (British) a bi-plane job with rounded tail surfaces. Aim quickly as it sometimes reaches a speed of 156 miles an hour! Armament is one occasionally-functioning machine gun.

(ED. NOTE: Look's like someone is having fun with Recognition.)

DO YOU HAVE A VICTORY GARDEN AT YOUR POST?

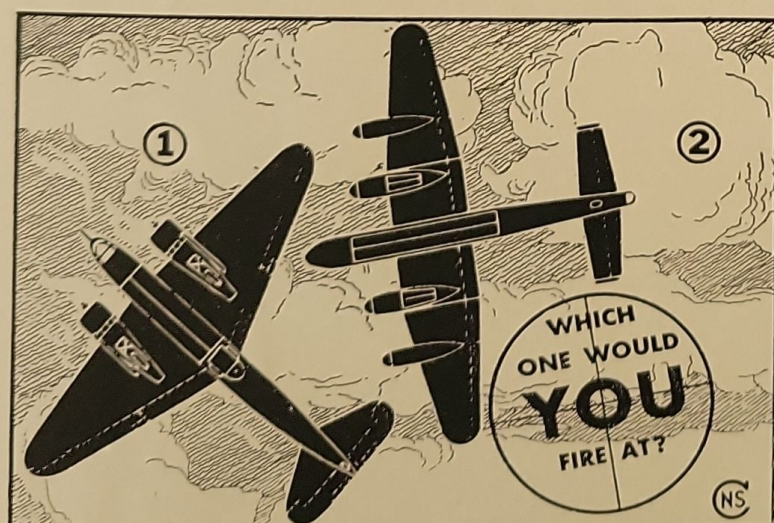
North and South, the coming of Spring brings not only thoughts of love, but the pining of the person with the green thumb to plant a garden. Ground Observers are no exception to the latter rule. In localities as widely separated as Watkins, N. Y., and Savannah, Ga., members of Observation Posts have planted and are cultivating Victory gardens.

Scarcely had the last of the Spring downpours ceased than members of the Post at Watkins Glen, hard by famous Ausable Chasm, plowed a field adjacent to their Post and a garden was planted. Come the Autumn Harvest, members of the Post plan to can the fruits of their fertile Empire State soil and divide them equally between Odessa Central School and Shepard Relief Hospital at nearby Montour Falls.

ALL IN A LIFETIME—BY FRANK BECK



—Courtesy the McNaught Syndicate, Inc.



FIRE AT No. 1! It's the Japanese Mitsubishi 98, a twin engine, mid-wing heavy bomber. It has a large rectangular shaped fuselage. The thick wings are swept forward sharply on the trailing edges to rounded tips. The tailplane is swept back on the leading edges and it has twin fins and rudders.

NOT AT No. 2! It's the British Lancaster, a four-engine bomber. The nose of the fuselage extends ahead of the engines. The center section of the wings is rectangular and the outer panels taper to rounded tips. Both edges of the tailplane taper to square tips. It has twin fins and rudders.

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



In the Southland, where Cotton is king, the monarch has relinquished all claim to a plot of land adjacent to the Savannah Observation Post, and a garden is being cultivated. A goodly acreage has been planted to field peas, and Observers plan to sell their crop, devoting the proceeds to necessary purchases for the Post. If there is, as Observers confidently expect, a surplus, it will be divided equally between War and local Charity funds.



BRIDGEPORT, CONN.—It's not an old-time carnival Wheel of Fortune you see in the above photo but an ingenious device to speed up projection of silhouette slides in the Aircraft Recognition classes conducted at Bridgeport, Conn. by Ernest Bono, Recognition Officer of the local Observation Post. The gadget holds ten cards at a filling and revolves freely. Shown in the picture, in the usual order, are Sylvester Lanes, Bert Rinck, Ernest Bono, Herb Eck, Margaret Moshier, Chief Observer Russell Noyes and Sidney Rose.

New Additions to Observer News Columns

Here are some further additions to the number of local newspaper columns devoted exclusively to activities of the Ground Observer Corps. All of these columns are interesting chronicles of goings-on at the O.P.'s and help to publicize the work of the Corps as well as build up a good deal of pardonable pride within the ranks of the "spotters." If your Post has a local news column that we haven't heard about, let's hear from you and we'll be glad to add it to the list.

News and Previews of the Observation Post, Amityville, L. I., N. Y.

Ground Observer Corps Post 77-A, Strasburg, Va.

Harris D. Tracy Observation Post Notes, Canton, Mass.

Flashes from Observation Posts in the Milford Area, Milford, Del.

Air Spotters News, Wallingford, Conn.

... an Open Letter

From: Tillie the Teller (in the Baltimore Filter Room)

To: Polly the Plotter (in the Philadelphia Operations Room)

Date—Any Clear Day

Dear Polly,

This morning our board is a mass of stands. The lights are flashing on and off like stars on an August night. We've got a good shift—but we're short-handed. So our plotters are dashing from jack to jack, instead of standing quietly at their respective posts. Our target clerks are weaving in and out among them like weary gazelles. Our filterers never have a chance to look up, they are so busy.

Up here on the balcony, I've been telling flights for two hours, with scarcely a pause for breath, and my throat feels rather like a nutmeg grater. You think I'm a little slow with my telling, I'm afraid. Well, to tell you the truth, I think you're not too speedy taking what I give you.

As a matter of fact I suppose you and I are both pretty good at our respective jobs. Sometimes, however, circumstances will gang up against us. Perhaps that friend of yours who usually plots on the east side of the board had to stay home and take care of her youngster,—he just broke out with measles this morning. And that means you have to handle both sides of the board.

It looks as if I'm not going to get any relief at all today. Mildred Smith and I usually share this telling position,—she plots the first two hours while I tell, and then we shift around. But Mildred isn't in today. Her fiance is leaving for overseas duty next week and this is her last chance to see him. You can't really blame her for staying out, can you?

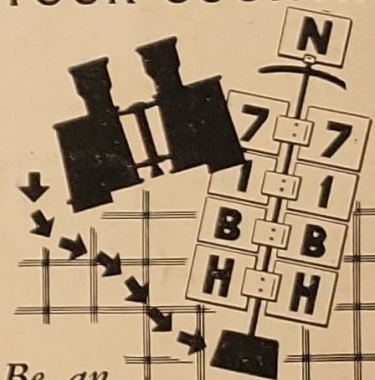
Those things shouldn't happen, of course. The Philadelphia Information Center and the Baltimore Filter Center ought to be so crowded with volunteers that no matter what happens—no matter how many of us are unavoidably absent—our boards should be manned to the last position. But somehow, there are still too many people in these great cities of ours who don't know how badly we need them, and they haven't reported for duty yet.

We'll get them all right. But it's going to take a little time. So meanwhile, I'll try to realize what you're up against and be patient. And you'll do the same for me.

So long. I'll be telling to you.

TILLIE

HELP DEFEND
YOUR COUNTRY



Be an
AIRCRAFT WARNING
VOLUNTEER