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ANNCR:

Oregon On Guard, official program of the Oregon State Defense ~~XXXXXX~~ Council and the Multnomah County Defense Council. Tonight's program is called "Eyes and Ears of the Air Corps" and presents ~~Major~~ <sup>Col</sup> SCHWANK <sup>EXECUTIVE OFFICER & REGIONAL FORCE</sup> of the Fourth Fighter Command of the United States Army Air ~~Corps~~ <sup>Force</sup> and William Fordyce, State Director of the Aircraft ~~Warning Service's~~ <sup>around Observation Corps</sup> civilian volunteers. They will be interviewed by Robert Smith, Oregon's Director of Information. Mr. Smith.

*SIGNAL  
OFFICER*

SMITH:

As we stand before this microphone, thousands of Oregon men and women are at their stations on hilltop, and in forest, on beach and mountain, scanning the skies for the sight or sound of airplanes in flight. Elsewhere in Oregon women volunteers with telephone headsets on their ears, stand around a giant maps of the State of Oregon tracing the path of every aircraft that is in the sky at every moment of the night or day. This is Oregon's first line of defense against enemy bombing and it is this organization that keeps the Japs from hitting Oregon as Doolittle's boys hit Tokyo. The aircraft warning service is supervised by the United States Army Air ~~Corps~~ <sup>Force</sup>, but manned by our own civilian volunteers, and we have with us tonight representatives of both groups to tell us how it works and what you can do to help it. ~~Major~~ <sup>Col</sup> SCHWANK would you start off by telling us the mechanics of the Aircraft Warning Service?

MAJOR

~~The idea of~~ the Aircraft Warning Service ~~XXXXXX~~ <sup>began PROVED ITS WORTH</sup> in England at the time of the Nazi blitz. It was one of the three heroic factors that saved the British Isles from falling to Hitler. These three saviors of Britain were first: the courage and skill of the men of the Royal Air Force; second; the superiority of

the British Spitfires, badly outnumbered as they were to the individual German plane, and third; the British Aircraft Warning Service that guided the Royal Air Force to the exact locality of every German attack and did it in time. The system works like this either here or in England. On the coast line our listening devices are pointed seaward to pick up the first sound of enemy plane ~~as~~ even while they are yet miles distant. Inside the coast line, strategically located throughout the land, are observation posts manned by civilian volunteers. As every plane of every type, friend or foe alike, appears over the territory of any observation post, it is seen or heard by our ground observers who immediately notify our information centers as to how many planes they have seen, what direction they are traveling and what type of planes they are. At <sup>THE</sup> information ~~headquarters~~ <sup>CENTERS</sup>, these reports are filtered and symbols representing every plane in the Oregon skies are placed on a giant map of the state in approximately the position where each plane was observed. Other symbols show the direction of each plane and the speed at which it is flying. These symbols are moved across the great map from point to point as the reports come in from every ground observer. Sitting above the map are representatives of every flying service--- the army, the navy, the transport and the civil aeronautics department. No plane leaves the ground of the State of Oregon or crosses our boundary lines until it's plan of flight has been confided to these experts. As each airplane reported by our observation post makes its first appearance on the filter board, these ~~four~~ men identify it as belonging to their service by the flight plans that they

have been given. If all ~~four~~ <sup>OF THEM</sup> disclaim responsibility for an airplane, we automatically assume that it is an enemy plane and the first civilian defense alert is sounded. If the stranger airplane can not be identified within a very short time, our own fighter planes are notified and guided toward the intruder. That is the basic outline of the work of the aircraft warning service. This is the way in which it operates and the actual crucible of experience both in the British Isles and in other lands has demonstrated ~~the~~ <sup>HITS</sup> unique and almost irreplaceable value.

SMITH:

Thank you, ~~Major~~ <sup>COL</sup> ~~Scoworth~~ But now Mr. Fordyce, you are in charge of the civilian side of this service in Oregon, suppose you tell us who does the work and how the men and women of Oregon are performing on the job.

FORDYCE:

Oregon's aircraft warning service ~~XXXXX~~ was functioning before Pearl Harbor. We were ready when the day came, and that is due to the patriotic unselfishness of thousands of Oregonians who volunteered for this service and have done a job of it. We use civilians for two distinct jobs. First, there are the civilians who man the observation posts. These people live reasonably near the post. They man and work ~~six hour shifts~~ <sup>FOUR OR</sup> ~~from 6 P. M. to midnight, from midnight to 6 A. M., from 6 A. M. to noon, and from noon to 6 P. M.~~ <sup>NO SOMEONE IS ON DUTY 24 HOURS EVERY DAY</sup> The average volunteer observer works one to three of these ~~six hour~~ shifts per week and they are trained in the recognition of types of aircraft and in the routine of making their reports. These observers can be either men or women and both work at the job in actual practice. Other type of work for civilians is that of manning the filter and

and information centers. This is done entirely by women who are trained in the operation of the filter boards and giant maps, and in the taking of reports from observers. They ~~also~~ work a six hour shift from one to three days every week. And hundreds of our volunteer workers have been with the service constantly since July, 1941 when it was first established.

SMITH:

Now, ~~Major~~ <sup>Col</sup> Scammell, would you tell us something of the advantage to the army that comes from the operation of the aircraft warning service?

MAJOR

The first and greatest advantage is that it releases our soldiers ~~XXXXXXXXXX~~ for foreign duty. If we had to man this system with <sup>soldiers</sup> army men, it would tie up more than 100,000 ~~XXXXXXXXXX~~ on the Atlantic and Pacific coasts, which means that the army would have to draft that many more men to keep its ranks filled, to say nothing of the enormous expense involved. I would say that in money alone, the aircraft warning service in civilian operation saves the government at least twenty million dollars a year. But there are even more important advantages in the system itself. During the last war the army guarded themselves against enemy airplanes without such a system by having our own planes continually in the air on patrol. One fighting plane on the ground can guard as much territory with the aid of the information provided by the aircraft warning service as could 16 planes in the air on patrol. A large region can be effectively guarded from enemy attack by  $\frac{1}{4}$  100 airplanes and 1500 men to act as the pilots and service crew when the aircraft warning service can notify these planes when and where to find the enemy. The same territory would take 1600 planes and 24,000

men to defend by the old patrol system, so for every 100 planes used on the ground alone with an adequate aircraft warning service, 1500 planes and 22,500 men are released for overseas duty. And, mind you, that doesn't even count the wear and tear on the planes if they had to be up in the air on patrol constantly. Here is another way in which the aircraft warning service is of indispensable value to the Air Corps. In bad weather, transport and civilian planes are grounded and not allowed up in the air at all, but our army pilots must be trained to fly in almost any kind of weather, because, under combat conditions, we can't guarantee the weather in advance. Pilots in training on the Pacific coast are allowed to take their planes up in weather that would ground the ordinary commercial plane. Then, if they get into any trouble, we can communicate with them by radio, notify them of their exact position by the reports that we get from our ground observers and literally steer them into any airport. This method of guiding planes from the ground has already saved the lives of many pilots and preserved their planes as well, and at the same time it has been possible for us to give them experience in bad weather flying.

SMITH: All right, Mr. Fordyce, it's your turn now. I think we told pretty well the how and why of the workers in the aircraft warning service. Suppose you tell us what help your organization needs from the men and women on the other end of this microphone.

FORDYCE: As we approach the harvest season every year it becomes our job to enlist more civilian ground observers. There is always a certain amount of turnover in our organization anyway because

men go into the army or move to another city. And, especially in the case of farmers, they sometimes find that certain seasons of the year that their own work takes every bit of time they can give it. So we need more volunteer workers at this time. We need ground observer volunteers ~~every~~ in and around Gresham in Multnomah County, and almost everywhere else <sup>in Oregon</sup> from the Cascade mountains to the Pacific Ocean. And we need filter and information center operators right here in Portland, especially on the day shifts. If you want to do a really worthwhile job for your State and your country and a mighty interesting one as well, just apply ~~to~~ the county Civilian Defense coordinator who will tell you where you are needed. In Multnomah County you go to Civilian Defense Headquarters at 5th and Main. ..