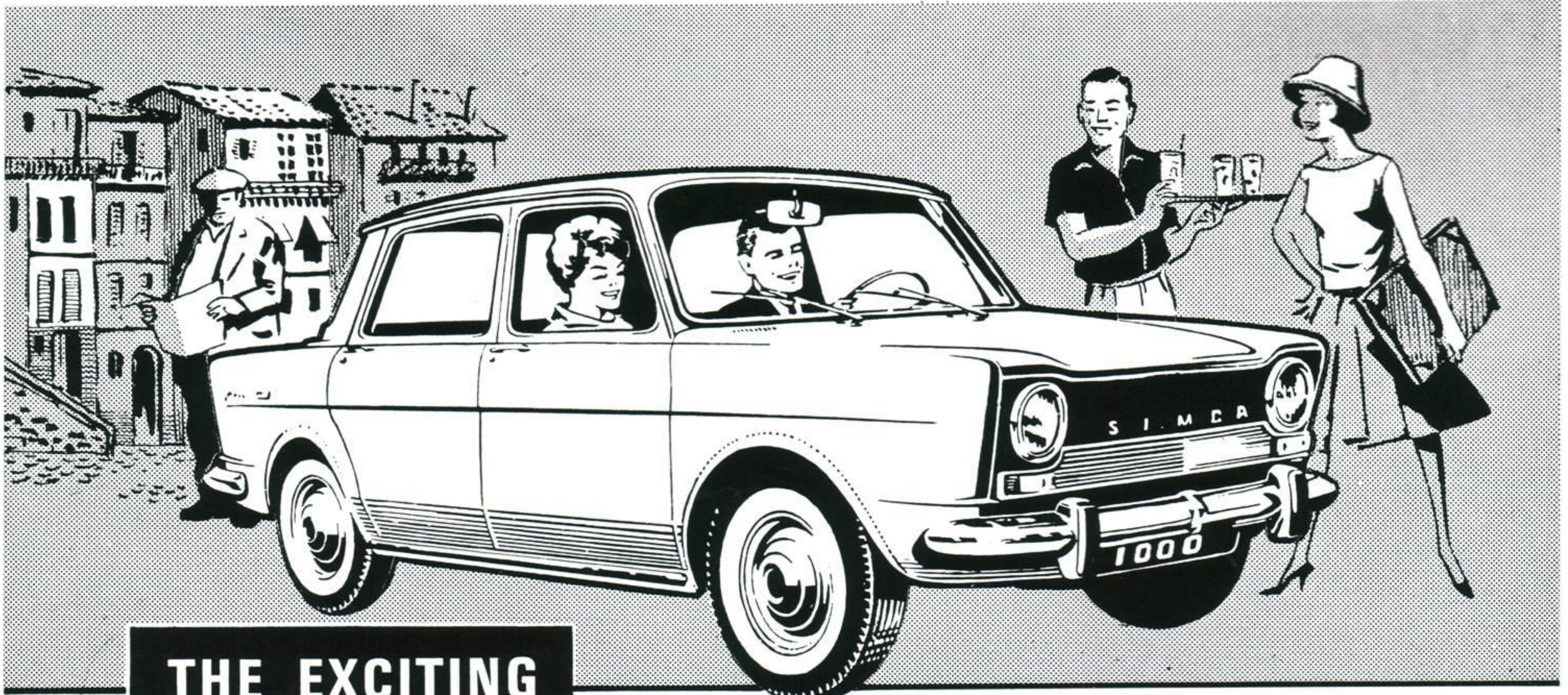


4(F) WING (RCAF)

Schwarzwald Flieger



VOLUME IX • OCTOBER 1962 • NUMBER 10



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ENGLISH SPOKEN! ON PARLE FRANÇAIS!

New Air Division Badge presented Cover Story

Air Vice Marshal Larry E. Wray, (right), commander RCAF's No. 1 NATO Air Division in Europe, accepts the newly-approved badge for the Air Division from Air Marshal Hugh Campbell, retiring chief of staff of the RCAF in a ceremony at Air Force Headquarters, Ottawa.

Air Vice Marshal Larry E. Wray, commander of the RCAF's No. 1 NATO Air Division in Europe, has been presented with the newly-approved badge of the Air Division.

In a recent ceremony at Air Force Headquarters, Ottawa, A/V/M Wray accepted the original design of the badge, bearing the approval of the Queen and the College of Arms, from Air Marshal Hugh Campbell, retiring chief of staff of the RCAF.

The design incorporates four golden maple leaves, representing the Division's four fighter wings, surmounted by crossed Sabres, symbolizing both the Division's fighting power, and the Sabre aircraft with which its units were originally equipped. The Latin motto, "A Custodiendam Europam", can be freely translated, "For the Defence of Europe".

Air Marshal Campbell was the first Commander of the NATO Air Division, which will celebrate the 10th anniversary of its formation next month. With headquarters in Metz, it controls fighter bases in France and Germany, and will soon be re-equipped with the supersonic CF-104 Starfighter.

IF I COULD JUST GET ORGANIZED

There may be nothing wrong with you...
The way you live, the work you do,
But I can very plainly see
Exactly what is wrong with me.

It isn't that I'm indolent
Or dodging duty by intent.
I work as hard as anyone
And yet I get so little done.

The morning goes, the noon is here,
Before I know the night is near.
And all around me, I regret,
Are things I haven't finished yet.

If I could just get organized!
I oftentimes have realized
Not all that matters is the man:
The man must also have a plan!

With you there may be nothing wrong,
But here's my trouble right along.
I do the things that don't amount
To very much, of no account,

That really seems important, though,
And let a lot of matters go.
I nibble this, I nibble that,
But never finish what I'm at.

I work as hard as anyone,
And yet I get so little done.
I'd do so much you'd be surprised...
If I could just get organized!

WHAT IS A FATHER?

A father is a thing that is forced to endure childbirth without an anesthetic.

A father is a thing that growls when it feels good... and laughs aloud when scared half to death.

A father never feels worthy of the worship in a child's eyes. He's never quite the hero his daughter thinks... never quite the man his son believes him to be...

So he works too hard to try and smooth the rough places in the road for those of his own who will follow him.

A father is a thing that gets very angry when the first school grades aren't as good as he thinks they should be.

He scolds his son... though he knows it's the teacher's fault.

Fathers are what give daughters away to other men who aren't nearly good enough... so they can have grand-children who are smarter than anybody's.

Fathers make bets with insurance companies about who'll live the longest.

One day they lose... and the bet's paid off to the part of them they leave behind.

I don't know... where a father goes... when he dies.

But I've an idea that after a good rest... wherever it is... he won't just sit on a cloud and wait for the girl he's loved and the children she bore...

He'll be busy there, too... repairing the stairs... oiling the gates... improving the streets... smoothing the way.

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OCTOBER 1962



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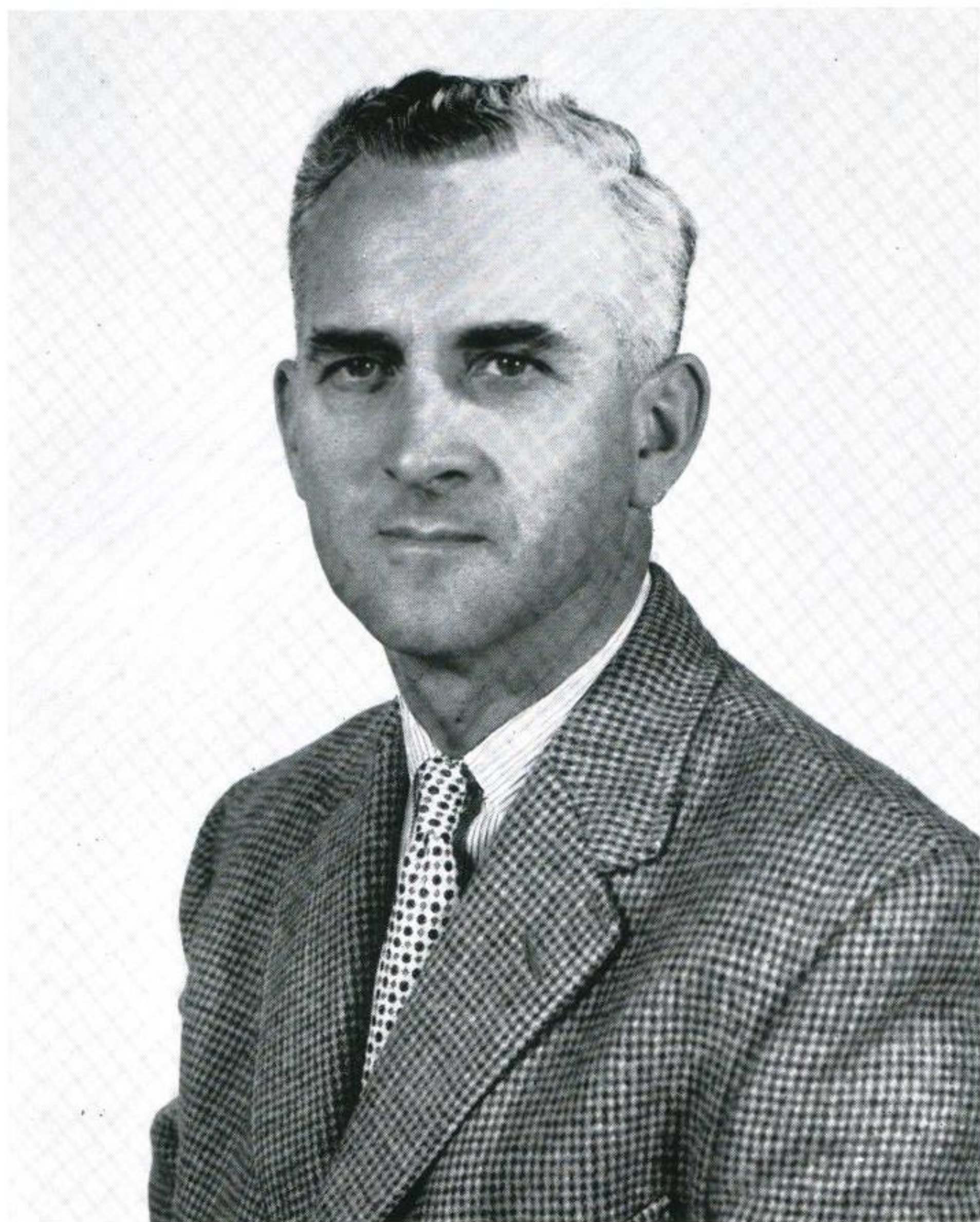
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RHINE VALLEY PARK SCHOOL

JUNIOR SCHOOL NEWS



CDR. I.F. Ritchie, C.D., RCN (Ret'd).

Cdr. I.F. Ritchie is replacing Mr. C. W. Perry as Principal of 4 (F) Wing Senior School. Cdr. Ritchie retired from the Royal Canadian Navy in March, 1961 and became Vice-Principal of Soest Senior School in the Canadian Army.

Cdr. Ritchie was born in Victoria, B.C. and graduated from the University of British Columbia with his Bachelor of Arts degree. He taught High School in North Burnaby for several years.

In 1943 Cdr. Ritchie joined the R.C.N. as Sub. Lieutenant and was promoted to the rank of Commander in 1949. At this time he was appointed Command Education Officer in Halifax, N.S.

Other service appointments held by Cdr. Ritchie were in Ottawa as Deputy Director of Naval Education; Victoria as Command Education Officer; Education Officer on the Cruiser HMCS Ontario and; Director of Studies, HMCS Venture, Esquinact, B.C.

We welcome Cdr. Ritchie, his wife Nellie, and sons Ron and John to 4 (F) Wing and we hope that your "tour" proves pleasant and rewarding.

Acquaintance

Yong german girl wants to make the acquaintance of a Canadian not older than 30 years. He has to be fair, tall and slim.

*I am dark and 1,65 tall. Please write in German to Editor
Schwarzwald-Flieger*

The doors of 4 (F) Wing Junior School opened on September 5th, to 511 eager pupils. Many pupils were attending the School for the first time, many in Kindergarten and others transferred to the Wing this summer.

The Principal and Staff of the Junior School wish to extend a welcome to the "new arrivals" at the Base and do hope that your posting proves enjoyable and rewarding. The School is "at your service" when and if the need arises.

There is a total of 21 Staff members for the new term many of whom are new to 4 Wing. These "newies" are listed as follows:

Miss Kiff — Grade 1
Miss Rutherford — Grade 1
Miss Murray — Grade 1
Miss Pick — Grade 2
Miss Kleinwort — Grade 2
Miss Brimage — Grade 2
Miss Livingstone — Grade 3
Miss Purcell — French Conversation
Miss Grenier — French Coversation
Miss Stutt — Music, Library, Remedial Work
Miss Thomas — Physical Education.

The "oldies" on the Staff:

Mr. R. Dodds, B.A., Principal
Mrs. J. Métivier — Grade 1
Mrs. W. Dodds — Grade 1
Miss E. Bachlet — Grade 2 & 3
Miss A. Gilker — Grade 3
Miss L. Edney — Grade 3 & 4
Miss V. Jodoin — Grade 4
Miss M. Wood — Kindergarten
Miss E. Veale, B.A. — Kindergarten
Miss M. Aldred — Kindergarten
Mrs. C. Burton — Secretary
Mrs. C. King — School Nurse.

For the first time the Junior School has been assigned a full-time Physical Education teacher, allowing "P.T." classes to be scheduled. Through the co-operation of F/L G. Mackey, the Recreation Officer, we have been allotted adequate time and facilities in the station gymnasium.

A Primary Choir is being organized under the director-ship of Miss T. Stutt. This choir will be heard over CFNS several times throughout the year and on the invitation of Organizations at the Wing.

The school program will be basically the same as last year. The "Unit System" in both Reading and Arithmetic will once again be employed, allowing progress by each pupil according to his or her ability. Three "units" of work constitute a year's program for the average child — an above-average pupil may progress more rapidly while the below-average pupil will require more time to complete the program.

HINTS TO HELP US

1. Children's clothing, rubbers, etc., should be clearly marked with the child's name.
2. A note of explanation is required from the parents when (a) a pupil has been absent or late, and (b) a pupil is not going home on the bus i. e. if the parent is picking up the child, the child is proceeding to the Library, etc.
3. Children from PMQ area are not permitted, under any circumstances, to bring their noon-hour lunches to school. Facilities at the school are extremely limited, necessitating this rule.

SENIOR SCHOOL STAFF



Front Row (L to R): J. Flynn, E. Hutson, D. Mitchell, G. Métivier, I. Ritchie, B. A. (Principal), M. Hedger, M. Rowlands, M. A., A. Keene B. Mus.

Second Row: B. Holman, B. Com., S. Tutkaluk, R. Kara (Secretary), B. Gallant, B. A., J. Gallant, B. A., B. Ed., W. Gagan, A. Holman, A. Ritchie, M. Hodder, C. Avery, B. A., B. Ed., A. Pochon, B. A.

Third Row: G. Henderson, R. Robinson, B. A., G. Albrecht, F. Alexandruk, G. Alexandruk, B. Sc., W. Turchan, B. A., L. Lyons, B. Paed., C. Thivierge, B. Paed., W. Hambleton, A. Gillies, B. A., B. Ed.

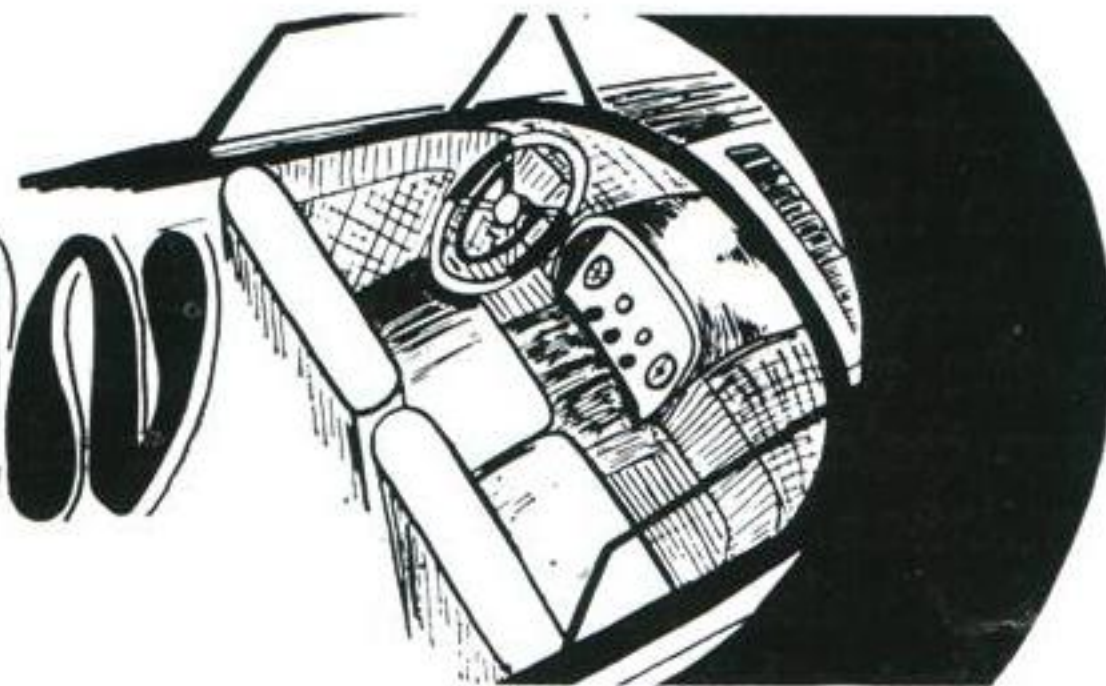
JUNIOR SCHOOL STAFF



Front Row (L to R): M. Aldred, J. Thomas, F. Purcell, R. Dodds, B. A. (Principal), T. Stutt, B. Brimage, W. Dodds.

Second Row: C. Burton (Secretary), D. Livingstone, V. Jodoin, M. Pick, L. Rutherford, A. Gilker, E. Bachlet, M. Kleinwort, C. Kiff, M. R. Grenier, M. Wood, L. Edney, E. Veale, B. A., A. Murray (Missing), J. Métivier.

THE STEERING COLUMN



WHEN IT RAINS

Rain figures in more traffic accidents than it should.

While it is true that 80 per cent of the accidents occur during clear weather, probably more than 80 per cent of the driving is done during clear weather.

Rain presents several problems in driving.

First, it obscures vision. Not only does it cut down the sight distance, but it also coats the windows and makes them hard to see through.

When it really pours, the wipers even at full speed may be hard pressed to keep the windshield clear. Usually they can be speeded up a bit.

If your wiper is an electric job, shift down and then rev' up the engine. The increased generator output will usually perk up the wiper and make it work faster.

If your wiper is vacuum operated, you will be able to speed it up by letting up on the gas, so the engine isn't pulling so hard — this will speed up the wipers for a bit. If you shift down to a lower gear than is needed, the vacuum power will be increased, and the wiper will operate more rapidly.

Keep your wipers clean. A paper towel can be used to clean the blade wiping edge. Otherwise the oily desposits which are kicked up by traffic will smear the windshield and defy wiping.

Fogging of interior windows frequently comes with hard rains. A rag or chamois should be handy to wipe fog off as soon as it starts to collect. Ventilation is the best way to prevent fogging. Keep the air scoops open, and crack the windows and vents, especially on the "off-side" of the rain. Run the defroster at full speed so it can keep ahead of the fog which otherwise may rapidly condense on interior window surfaces.

Since rain obscures vision, drive slowly, with respect to the distance within which you can actually see to stop. When it is really pouring down, you're usually better off to pull into some safe place and wait for the shower to let up.

The second problem which rain presents in driving is that it makes road surfaces slippery. Curves must be taken at reduced speed. Wet street car tracks are like booby traps to be crossed, unless the driver hits them at a sharp angle.

Center lines and lane markings become slick as grease from rain. Many unwary drivers get into serious trouble by trying to brake when the wheels on one side are on that

slick, wet, black line, and the other wheels are on the pavement proper where they get pretty good traction. The brakes on the pavement side will hold well, while the wheels on the wet marking line will skid. This imbalance will snap the vehicle out of control.

The early phase of a rain is dangerous because it raises a soapy-slick film of oil and grease drippings. After an hour or so of hard rain, this slick residue is washed off and the pavement is more reliable again.

Wet leaves in the fall trip many motorists. Some must learn the hard way that wet leaves during and after rains can make wet curves feel like they were iced — and can make the brakes on the wheels hitting wet leaves seem not to hold, while the other wheels will grab and drag the vehicle out of control.

The third driving problem presented by rain is less effective braking. Water on any road surface makes it harder to stop. While it varies according to the type of road surface, it is safe to say that water on the road surface requires at least half again the distance to stop a vehicle. Wet bricks and wet black-top are likely the worst. Wet brushed concrete holds much better. However, as the coarse harks wear off, the pavement becomes increasingly slippery when wet.

Not only does rain mess up the road surface, but it messes up the brakes. The brake bands swell from the moisture and then they grab badly, throwing the vehicle out of control.

When low spots fill with water and must be forded, the water gets into the brake drums and slicks it up so the bands can't hold. This has caused quite a few accidents — but it can be prevented. When you come out of the water, try your brakes gently. If they do not hold because of wetness, then "drag" them lightly or apply the brakes and release them until the heat dries out the bands so they hold properly.

Finally, run-off water can easily throw a vehicle out of control if it is hit at too high speed. Water can offer great resistance to a moving object, as many waterskiers have learned when they do an accidental flip at high speed. Deep water will grab a wheel, somewhat like wet sand would do, and cause a vehicle to swerve. Also the splash from hitting pools of water at faster speeds can blind passing drivers.

When you are meeting vehicles and you see pools of water between you, crank up your windows and be ready to turn on your wipers. Otherwise, you may have a muddy mess on the windshield.

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During rains consider your splash pattern. Be considerate to pedestrians. Drop your speed down so you won't half-drown them.

When it rains, cut down speed or stop if necessary. Rev up the wipers to keep the outside of the windshield clear. Keep inside windows wiped clear of fog, and have plenty of ventilation. It is harder to stop on wet surfaces, and water in the brakes makes them grab or not hold, until they've dried out a bit.

Wet lane markings are especially slippery. At first, rain makes a slippery film, and wet leaves are waiting booby traps. Pools of water can throw you out of control, so hit them slowly.

Anyone can drive in a rain, but it takes a guy with an eye to the weather to drive safely when it's raining.

FACTS ABOUT FIRE

In 1961, fire took the lives of 11,700 people in the United States, according to National Fire Protection Association preliminary estimates. More than 6,000 of the deaths occurred in home fires.

In the past 10 years, approximately 115,200 persons have died in fires in the United States.

Every 45 minutes, on the average, fire takes a human life in the United States.

About 3,400 children die in fires each year in the United States, National Fire Protection Association estimates show.

According to records compiled by the National Fire Protection Association, there were 169 instances in 1961 when four or more members of a family were killed in a single sweep of fire through their homes. One hundred and fifty-three of the tragedies occurred in the United States, 16 in Canada.

FIRES ARE FAILURES

Every hour 66 American homes are destroyed or damaged by fire.

Every hour and a quarter one person — most frequently a child or elderly person — dies in a dwelling fire.

These figures, from National Fire Protection Association research, are the measure of our failure to heed fire hazards, and the measurable result of our failure to correct them.



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The causes of most home fires are no mystery. A carelessly discarded cigarette is left to smolder in an overstuffed chair, a portable oil heater is refilled while still lighted, electrical circuits are overloaded and overfused, uncleared rubbish becomes a breeding place for fire.

There is nothing mysterious about the causes of most fire deaths in homes. They occur when the simple rules of safety from fire are violated — from smoking in bed, leaving children alone in the house, allowing youngsters to play with matches.

A critical failure is being unprepared for fire emergencies in the home — no family planning of escape routes, no periodic family fire drill to make sure that both adults and children can act quickly and without panic.

Fires represent failure.

Fire Prevention Week is a time to recognize this fact, and to act — to correct hazards, to exercise care, to be prepared.

Your actions and attitude now can make you and your family safe from the tragic consequences of fire in the months ahead.

CHILDREN AND FIRE

A mother went off to the movies leaving her children in the care of a young boy. She returned to find her entire family wiped out by fire.

Because the party was just next door, a young couple figured no babysitter was needed. Checking later, the father opened the door on a raging inferno — and five dead youngsters.

These typical cases, from National Fire Protection Association files, show clearly and tragically what can happen when children are left unattended or in incompetent hands.

Fire needs just moments to do its deadly work. Only parents who refuse to risk their children's lives to that unguarded moment can change the present sorry record.

WHERE THERE'S SMOKING

Careless smoking is a top cause of home fires, National Fire Protection Association records show.

A deadly combination is the still-burning butt lodged in an upholstered chair or sofa, smoldering and filling the house with lethal smoke and gases.

Use your ashtrays, and use only ashtrays that safely "fence in" your discarded smokes.

FAMILY FIRE DRILLS

Schools hold fire drills, theatres and other public places have clearly marked, planned exit arrangements.

But in our homes, where fires killed over 6,000 people last year, too many families are completely unprepared for fire emergencies.

Protect your family by making lifesaving escape plans now. Then hold family fire drills regularly, to be sure that everyone — including the children — knows how to act quickly.

Here are pointers to help you plan:

1. Carefully figure out at least two routes to the outside from every room in the house, especially bedrooms. Allow for fire blocking stairways or halls.

2. Remember that closed bedroom doors will hold back flame and smoke, allow extra time for escape.

3. For upper floor escape, use any available porch and garage roofs, ladders, or trees as ways down to safety. Be sure exit windows work easily, and especially that they are low and large enough to get through.

4. Pick an outside assembly point where the family will meet, and be sure everyone understands the rule "once out — stay out". Plan for fire department notification, by street box or neighbor's phone, as quickly as the house is clear of people.

THE HARVARD

It is hard to visualize the RCAF without the Harvard. This amazing advanced trainer has been with us since 1940 and I believe it's first home was Camp Borden. The Harvard did more to put North America in the lime light than any aircraft they have built. It is the only trainer built in 1940 that was still in production in the 1950's and still flying with Military Forces all over the world 22 years later. This includes (Harvards, BC-1, BC-1A, BC-2, SNJ-1, SNJ-4's, SNJ-5's, SNJ-6's and all AT-6 Texan variants). The group enclosed would be recognized by Canadians as "Harvards" by others as shown. The first Harvard flown by the RCAF was the Harvard I (BC-1, SNJ-1). This aircraft, the BC-1, was ordered by the USAF in approximately 1936 and the first were delivered in 1937 and 1938. The Harvard I differed



Harvard Mk 2 — 1942

from all the other Harvards as the fuselage was steel tube fabric covered completely forward to the rear engine cowling. The undercarriage was retractable and it had a rounded rudder. Metal fin (vertical & horizontal). The mainstay of the RCAF WW2 was the Harvard II, completely all metal except control surfaces. These were flown by the (SFTS's) Service Flying Training Schools by those students most likely going on to fighter aircraft. What has made the Harvard to be so well liked by most pilots, feared by some and revered by the groundcrew? From the groundcrew's point of view never was a more serviceable piston engine aircraft made. The Pratt and Whitney Wasp engine was noisy and on ground run-up at max RPM in fine pitch the propeller howled like a banshee. On a cold winter day say — 10 below zero or colder a group of Harvard on run-up could be heard miles away. The S3-H1 Wasp installed was one of the finest, serviceable, 9 cylinder aircooled engines ever installed in any aeroplane. For the airframe mechanic once he became used to the Harvard and understood its habits a high serviceability rate was easy to maintain. The

aeroplane was so good just about nothing went wrong with it other than damage inflicted by students, hot pilots or ground crew carelessness. If it was so well liked by maintenance people what was it then like to fly. As a passenger I can't say I was too impressed when it came to pilots giving me much aerobatics. Either they were poor pilots or the aircraft was just naturally rough. The first trip in a Harvard is impressive though when the throttle is opened up to take off power that old Wasp kicked out a powerful throaty roar and away you went. In the air everything seemed to vibrate and cruising at 140 knots the aircraft seemed as steady as a rock.



Harvard Mk 2

Aerobatic wise it seemed we staggered through the rolls, and at the top of a loop when the old coffee grinder went burp — burp, burp I thought we were in for a dead stick landing. The spings seared me half to death. Judging from a pilots view point the aircraft is magnificent as one of the things they like is the shuddering the old Harvard gives before it stalls and that nearly always it will drop a wing and fall to the right. Stall recovery can be made rapidly. Another important thing, if a person can fly a Harvard well he has the ability to fly anything. What else is good, well under any set of conditions the aircraft always acts the same way. This is important to the instructor as these conditions can then be set up and corrective action taken accordingly.

The Harvard had great appeal at air shows due to its powerful sound. People always thought it was much faster and more powerful than it is. Here is a pilot's point of view — he found the front cockpit comfortable, the engine had a reasonable amount of sock and he states that there was an adequate reserve of power to do continuous aerobatics. He also states that everything you did with the Harvard was easy, positive and safe. The only snag he mentioned is ground loops on landing when the pilot moved the rudder more than



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30° and unlocked the tail wheel. One Harvard pilot's job was to pick up students lost in the desert and this is his story. He claims take-off 150 feet land in 50 feet with wind at least 10 mph. His secret, descend nearly vertically with stick held back stalled 55 a.s.i. undershooting and just before touch down, slam the throttle wide open for a couple of seconds to stop the fall. He states the result was spectacular but if the engine died one stood the chance of possibly reverting in rank. (Look no undercarriage). Another trick he did for air shows was a slow loop from 110 mph at 200 feet. This is how he did it, stick back smoothly and firmly, throttle and rpm Max. (just before the top of loop, flaps down) (as she fell over the top flaps up). It took him twelve hours of practice to do this. As with any aircraft a Harvard flown by a pilot who knows its limitation and utilizes them can give a flawless performance. These performances have been given by many an RCAF pilot at stations all over Canada.

After the MkII we had the Mk4 built by Canada Car and Norduyn. The present Harvards in use are Mk4's.



Harvard Mk 4

Harvard Specification

	Span	Length	Height
Harvard I, II & IV Mk II & IV	42' 7"	28' 11"	11' 8.5"
Weight Empty	4,158 lbs; gross 5,300 lbs		
Fuel	111 gals; oil 9.5 gals.		
Wing Area	253.73 square feet all Mk's.		
Max Speed	205 mph	Cruise Max	170
Landing	67 mph	Range	750 miles
Ceiling	21,500 feet		
Engine MkII	S3-H1	Wasp	550 hp
MkIV	R1340-HN1	"	600 hp

Armament One.30 calibre - right wing.

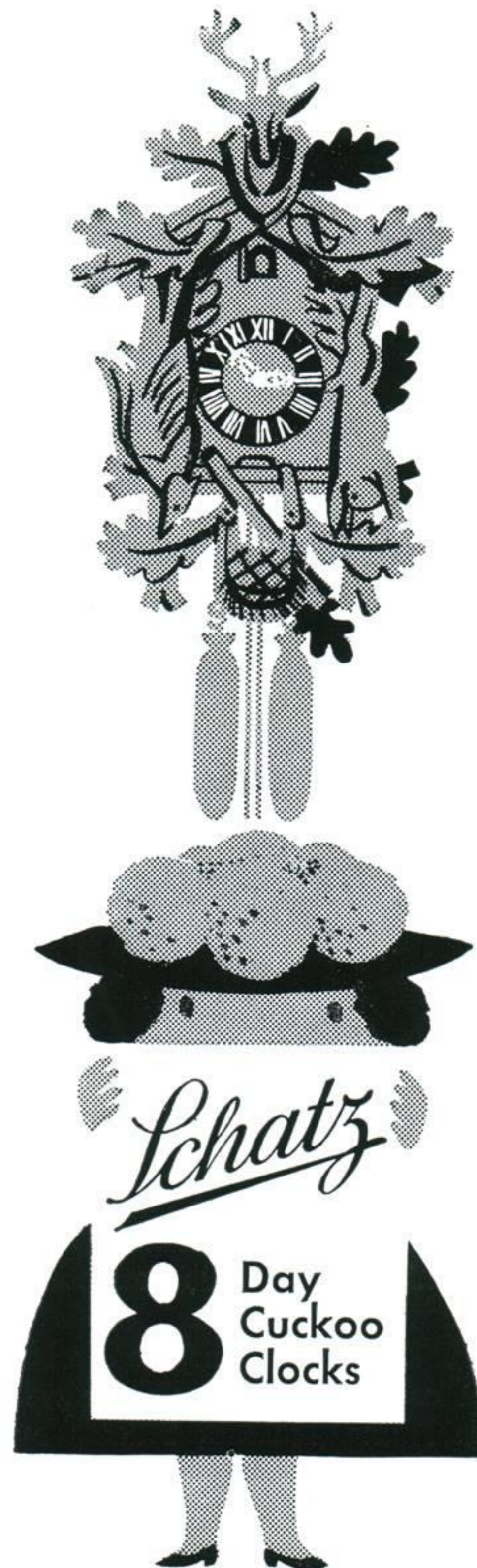
NOTE the MkIV Harvard is heavier than the MkII and has aerobatic restrictions with full fuel load or a passenger in the rear. Also lead weights were added to the engine bearer to bring the CofG ahead.

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CANADIAN NEWS

WINNIPEG — "Neepawa, woodside towers air defence system links" — Microwave Relay Stations — The Manitoba Telephone System is spending \$ 1 000 000 this year to build and equip two new microwave relay stations powerful enough to serve as backup links in the North American air defence system. Part of this equipment will serve as a back-up link between radar stations now being added to the Pine Tree defence line across Canada and fighter and rocket bases in the United States. The equipment being installed in the new Manitoba microwave links is able to carry the complex transmissions of SAGE, the semi-automatic ground environment system which enables automatic computing equipment to take the information relayed from radar warning stations and feed it directly to defending aircraft and missiles.

OTTAWA — „Rush job by R.C.A.F.“ — The R.C.A.F. is striving to get its first CF-104 low-level jet bombers to Europe before the latest target date of March, 1963. Originally, the first CF-104s were to have arrived at the R.C.A.F. air division in France and West Germany in November this year. However, the \$ 450 000 000 program to produce 200 planes ran into a five-month delay because of late delivery of some components by sub-contractors and bad weather last winter for flight-testing. The supersonic CF-104 would be used to strike targets beyond the range of short-range missiles. This will give the R.C.A.F. its first offensive role since World War II. The air division now is an interceptor force.

OTTAWA — "Defence spending cut \$ 70 million in Austerity move" — Of this, \$ 30 million must be cut from the air force budget alone and will require the reduction of the number of RCAF squadrons in Europe from 12 to eight. Original defence estimates, now being pruned, were divided into inspection services, \$ 7 800 000; RCAF, \$ 765,7 million; Army, \$ 465,8 million; Navy, \$ 282 million defence research and development, \$ 44,4 million; mutual aid (NATO), \$ 30,3 million; general services, \$ 7 000 000 and pensions and other benefits, \$ 68,7 million.

WINNIPEG — "R.C.A.F set to retire last two Lancasters" — Famed Allied bomber — The last two Lancasters in Royal Canadian Air Force service-flown by III Rescue Unit in Winnipeg-are being held out of retirement so they can fly in the Air Force Day display scheduled for Winnipeg International Airport. When the display is over the Lancasters will be flown east to be scrapped.

WASHINGTON — "Canadian satellite to probe ionosphere" — Canada's first space satellite, to be launched later this month may throw new light on the destructive powers of the Van Allen radiation belt, intensified by a controversial US hydrogen bomb shot last July. Exact timing of the shot is to be announced later but it is expected to be towards the end of the month and is being planned as a night shot near polar orbit at a height of perhaps a little more than 600 miles. From this distance the 200-pound, sun-powered ball will look down on the ionosphere, measuring and transmitting to earth information about cosmic rays and other charged particles. This information is needed in the study of the aurora or northern lights on radio communication blackouts. But perhaps more important from a scientific view is the question of whether the Canadian satellite will be able to survive in view of a reported "substantial increase" in radiation which, the Atomic Energy Commission said Sept. 1, shattered sending operations on the other satellites, including Britain's Ariel.



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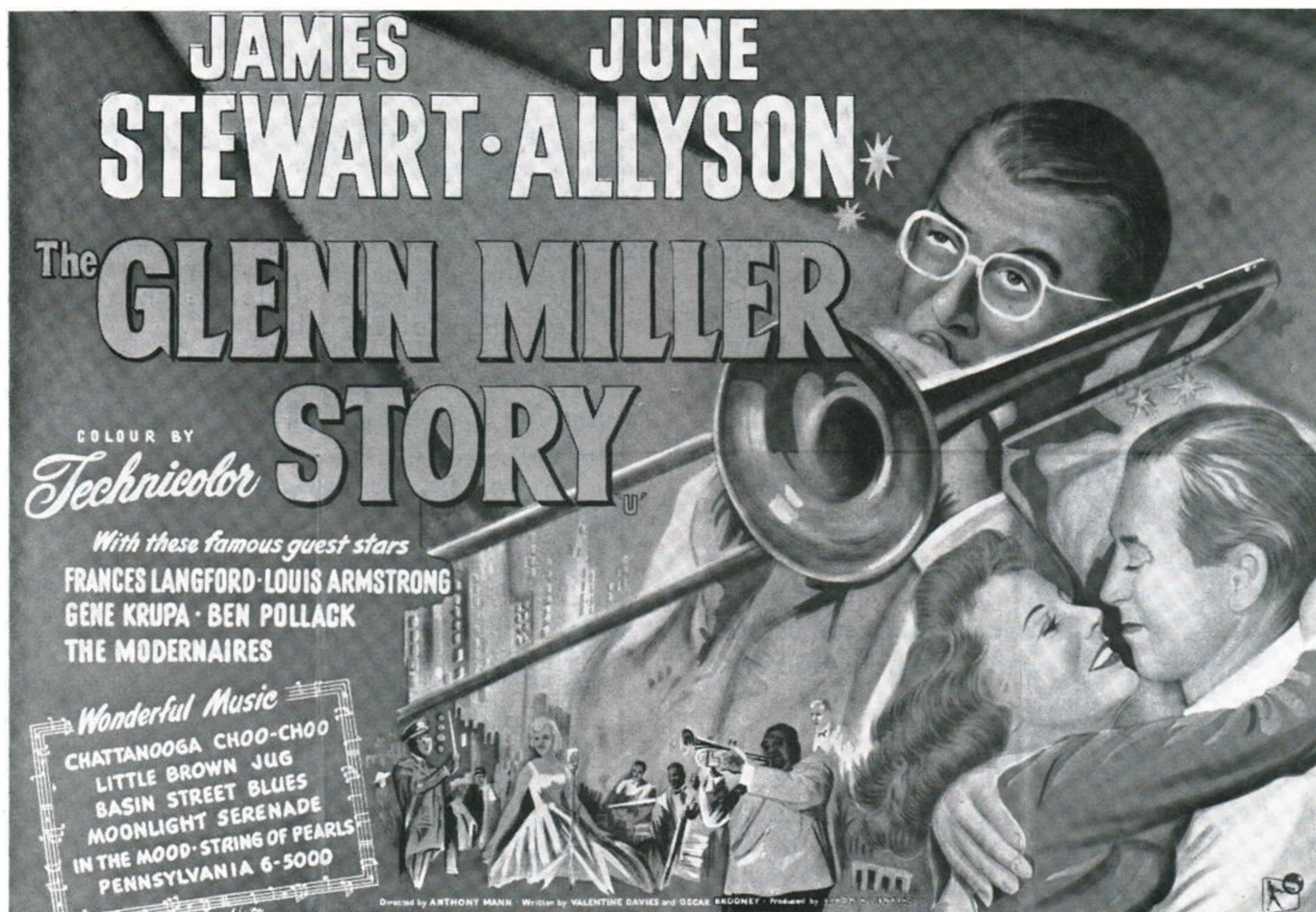
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NOVEMBER ATTRACTIONS

Mon. 15th "THE FOUR HORSEMEN OF THE APOCALYPSE"

starring Glenn Ford, Ingrid Thulin and Karl Boehm is a CinemaScope-MetroColor romantic melodrama. Freely adapted from Vicente Blasco-Ibanez's novel and set for the most part in Nazi-occupied Paris, it concerns two branches of a wealthy Argentine clan who are on opposite sides when World War II breaks out, watch the breach widen while each does his or her duty as each sees it and are finally consumed by the conflagration. (A)

Tues. 16th "THE GLENN MILLER STORY" is an outstanding musical of some years ago and is described above.

Wed. 17th & Thur. 18th "HELL IS FOR HEROES" starring Steve McQueen, Bobby Darin and Fess Parker. A sizzling World War II melodrama unfolded in Belgium it concerns a handful of US servicemen who at heavy cost hoodwink the Germans until reinforcements arrive. (A)

Fri. 19th & Sat. 20th "GUNS IN THE AFTERNOON" starring Randolph Scott, Joel McCrea and Mariette Hartley. A first class western finely photographed in CinemaScope and Metrocolor it mainly concerns two veteran gunslingers who team up to protect a bank's gold shipments, get involved in many scraps and forays but, although one attempts to double-cross the other, finally prove that there is honour among western old-timers. (A)

Sat. 20th Childrens' Matinee "SOUTH OF PAGO PAGO". An adventure melodrama supported by "LAME DUCK"

Sun. 21st & Mon. 22nd "VILLAGE OF DAUGHTERS" starring Eric Sykes, Scilla Gabel and Gregoire Aslan. A romantic comedy with a colourful rural background it's about an English travelling salesman who, while stranded in an Italian village, has to chose a bride for a wealthy Italian living in England, and after being nearly killed in the rush of eligible, fully developed maidens, grabs a ripe peach for himself. (U)

Tues. 23rd "SATURDAY NIGHT AND SUNDAY MORNING" starring Albert Finney, Shirley Anne Field and Rachel Roberts is a romantic melodrama that concerns a young English factory worker, a rebel without a cause, who recklessly opens his big mouth during "office hours"

yet spends his leisure boozing and womanising until the right girl comes along. (X) Adults only.

Wed. 24th & Thur. 25th "THE SINS OF RACHEL CADE"

starring Angie Dickinson, Peter Finch and Roger Moore. A sex and religious Technicolor melodrama based on a best-seller. It's about an attractive American spinster who, while spreading the gospel and healing the sick in the Belgian Congo during the early days of World War II, breaks the Seventh Commandment and severely bruises her conscience. (A)

Fri. 26th & Sat. 27th "MERRILL'S MARAUDERS" starring Jeff Chandler, Ty Hardin and Will Hutchins. A World War II melodrama based on fact and photographed in Technicolor, it tells of the part played by Merrill's Marauders, a nickname given to a famous American Army unit during the terrific fighting against the Japanese. (U)

Sat. 27th Childrens' Matinee. Title to be announced.

Sun. 28th & Mon. 29th "OPERATION SNATCH" starring Terry Thomas, George Sanders and Jackie Lane is a slaphappy World War II comedy, unfolded in Gibraltar. It concerns a nitwit officer who while temporarily working for Intelligence, prevents the Nazis from spreading a rumour, damaging to British morale, that the famous Barbary Apes are abandoning The Rock. (A)

Tues. 30th "SONS AND LOVERS" starring Trevor Howard, Dean Stockwell and Wendy Hiller is a CinemaScope turn-of-the-century romantic melodrama based on D. H. Lawrence's perennial best-seller. The story concerns a mining town youth torn between physical love and devotion to his mother. (A)

Wed. 31st & Thur. 1st Nov. "THE INSPECTOR" starring Stephen Boyd, Dolores Hart and Leo McKern is a CinemaScope and De Luxe Color adventure melodrama about a Dutch police inspector who goes to great lengths to smuggle a threatened Jewish girl into Palestine. (A)

Patrons are requested to note that week commencing Sunday 14th October showtimes are as follows:

SUNDAY - FRIDAY (inclusive) 6.00 & 8.30 hrs
SATURDAY 2.00 & 6.00 hrs

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419



SQN

COMRADES IN ARMS

Two neat looking CF 100's taxied in to the 419 dispersal. They had just completed an exercise against our own CFs and the crews were to be lunch guests of 419. Over a satisfying meal in the 4 Wing Officers' Mess the Belgian guests spoke of their CFs (MK V's) with affection and some regrets that their aircraft might soon follow our MK IV's into history.

It was an interesting meeting of two national airforces as Belgians and Canadians discussed the tactics of these similar weapons but probably the last of such meetings as far as CF 100 crews are concerned. With a new weapon in common, Canadians and Belgians should be able to continue this friendly jousting in the air and exchange of ideas on the ground.

Rivalry was keen between F/O Bruce Chalmers and F/O Nev Fryling as they each approached 1000 hours on the CF100.

They became a crew in Marville, October 1961, on 445 Sqn when Nev's navigator and Bruce's pilot were transferred to other duties. At that time they each had approximately 700 hours. Their rivalry to obtain 1000 hours was spontaneous and natural. Although the pilot of this crew was the "odds on" favourite, F/O Chalmers won by a few days.



The OC of 419 Sqn offers congratulations to F/O Nev Fryling on his 1000th hour in the CF 100.



W/C Etienne congratulates F/O Bruce Chalmers on his 1000th hour in CF's and his "Win".

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422



Sqn

As September drifted by, the Hatchetmen of 422 were keenly active on all sides of life, including operational commitments.

September's flying consisted of Zulu alert, fragg missions night flying, navigation trips away from Soellingen and general proficiency training sorties.

Concerning zulu, it was a long day for the alert crews on readiness but it was worth while for those as capable as W/C Kaufman, F/L Bell, and F/O Barrett who always seemed to be wining after the last hand of knock rummy at the end of the day.

After the Squadron fulfilled the Zulu commitment, a complete night flying program was completed; a long night and early morning it was too for F/O Tom Ledwell last on the T/O list, for F/O Anderson, OC night flying, and for all the ground crew who were responsible for a/c turn around after the sorties.

For most Sabre pilots daily flying is reasonably "hairy" but night flying is downright dangerous. A mission that was pretty shaky was an away trip to Soesterberg, Netherlands by W/C Kaufman, F/L Thom, F/O Kee and F/O Best. The mission entailed completing a few intercepts on route, land, turn around at Soesterberg, and return to Soellingen; the mission served as a flight lead check for F/Os Kee and Best. The trip was successful to the degree that they got there and safely returned to Soellingen although for sometime, I understand, that even that was in doubt. Concerning the intercepts the section had to be content with a near miss with a Hunter. After landing, the W/C granted flight lead status to the twosome, the mission having been successfully completed, although, there is a rumour circulating that the real reason that W/C Kaufman upgraded the pilots after that trip was because he was too apprehensive about chancing another trip with the terrible two - Congratulations anyways and the rest of Air Div pilots had better "watch their six".

Another away mission that was highly successful was a flight to Decimomannu, Sardinia for air firing by S/L Higgs, F/L MadLean, F/O Anderson and F/O McQuiggan. Ron McQuiggan was the big gun with a 50% shoot - that's a lot of holes, Ron - Red Hot.

Gerry Saunders also had an away trip, the purpose of which was to ferry a/c 633 to Prestwick, Scotland as the old bird had outlived its usefulness (633 that is). It was of personal benefit for Gerry also, as he regained possession

of his car that was stolen from him while he was on leave in England last month.

Gerry was also in a different light this month as was Warren Wallace. Both pilots had rear fire warning indications during the T/O roll, but the oxygen being normal, the standby compass being on 225°, and the gun circuit breaker out, they were able to "smoke her through" without further incident.

Unfortunately for Cecil, 444 wasn't quite so lucky in "smoking her through" as they suffered a few accidents this month; S/L Hallowell and F/L Kelly are being kept quite busy with their respective accident investigations, but don't worry chaps, you investigate this month and we'll carry your flying load here at the Sqn.

Although we weren't actually flying, 422 took an active part in the recent exercise and a great deal of time, effort, and personal sacrifice was shared among W/C Kaufman, S/L Higgs, F/L Van Humbeck, F/L Thom and F/L Bell who were the administrative chiefs in bunker 6 and in other such places in Germany. So wrapped up was the W/C in the exercise that he neglected to put gas in his red and black type car and the engine subsequently ceased producing power. Fortunately F/Os Miklossy and Miller were available, when the distress signal went out for petrol.

On 422's sporting side of life, baseball, I suppose must be mentioned; thank goodness we were non-committal in last month's article as to the outcome of the intersection play-offs. The truth of the matter is that Supply defeated the first place team, 422, two games of three. Supply received a fine trophy for their efforts and 422 also received a treasurable trophy for having ended the season decisively in first place - But then I guess you can't win them all.

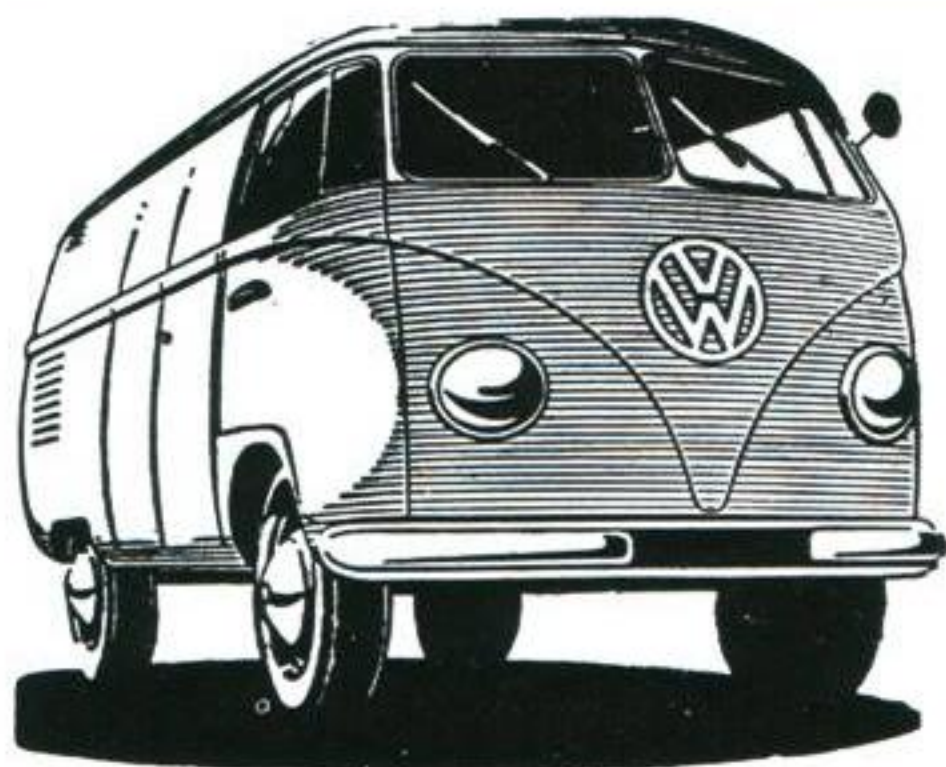
Although the regular ball season was completed, 422 ventured yet another game, 422 vs 421 Sqn from 2 (F) Wing. It was an excellent game as the Hatchetmen defeated the 421 Indians 3 to 2. W/C Kaufman pitched steady ball for the victors even though he did ease up on one pitch and some tactless F/O knocked the ball half a country mile.

Baseball being passed football is upon us and 422 hasn't had such a fine team since the days of Pete Howe. 440 Sqn has joined 422 to strengthen the team and with other recruits such as Wes Peeples, Dick Dodds Jay Kaufman, Ken Pardy and Speedy Fast, 422 will be the team to beat in the playoffs; so keep your heads up footballers.

Other than the aforementioned games and the occasional golfing at Heidelberg the only other sporting news of the Sqn comes from the bar and active time it has been. After 421's encounter on the ball diamond, 422 hosted the 421'ers in the mess for the Friday night stag. After much fire water, crud, and hero stories, the guests succumbed to disorientation precipitated by wobbling walls and circling ceilings - All in all it was side - sick - sick.

While speaking of disorientation let us dwell for a moment on F/L Bell. A church parade was held last month and so disorientated was Bill from the previous night that he ended up in the wrong church - Oh well, it's high time you learned to appreciate Latin anyways, Bill.

A few chaps in the past year have taken to Latin ways, or at least have gained the continental look - these are F/Os Stead, McQuiggan, Anderson and Saunders. Andy and Quig

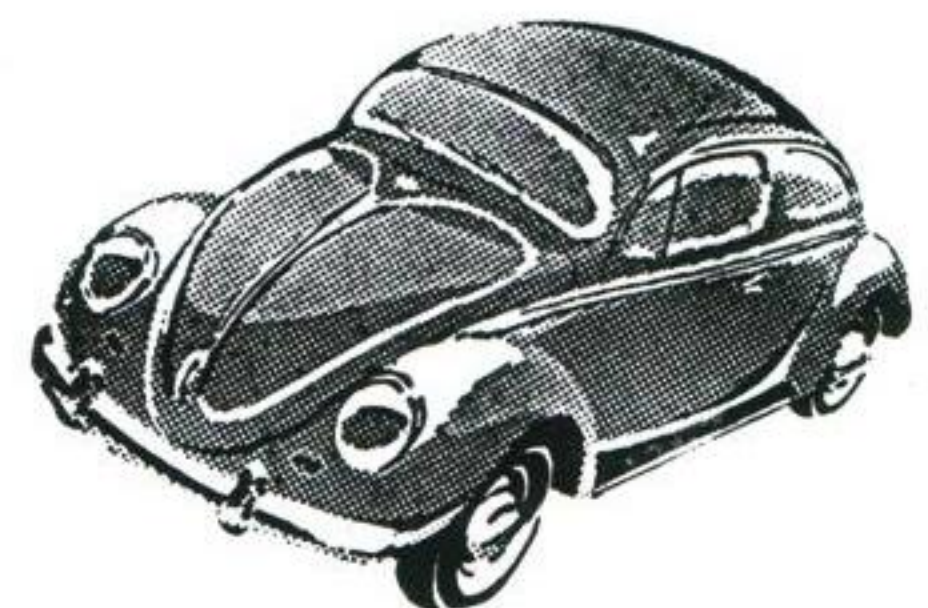


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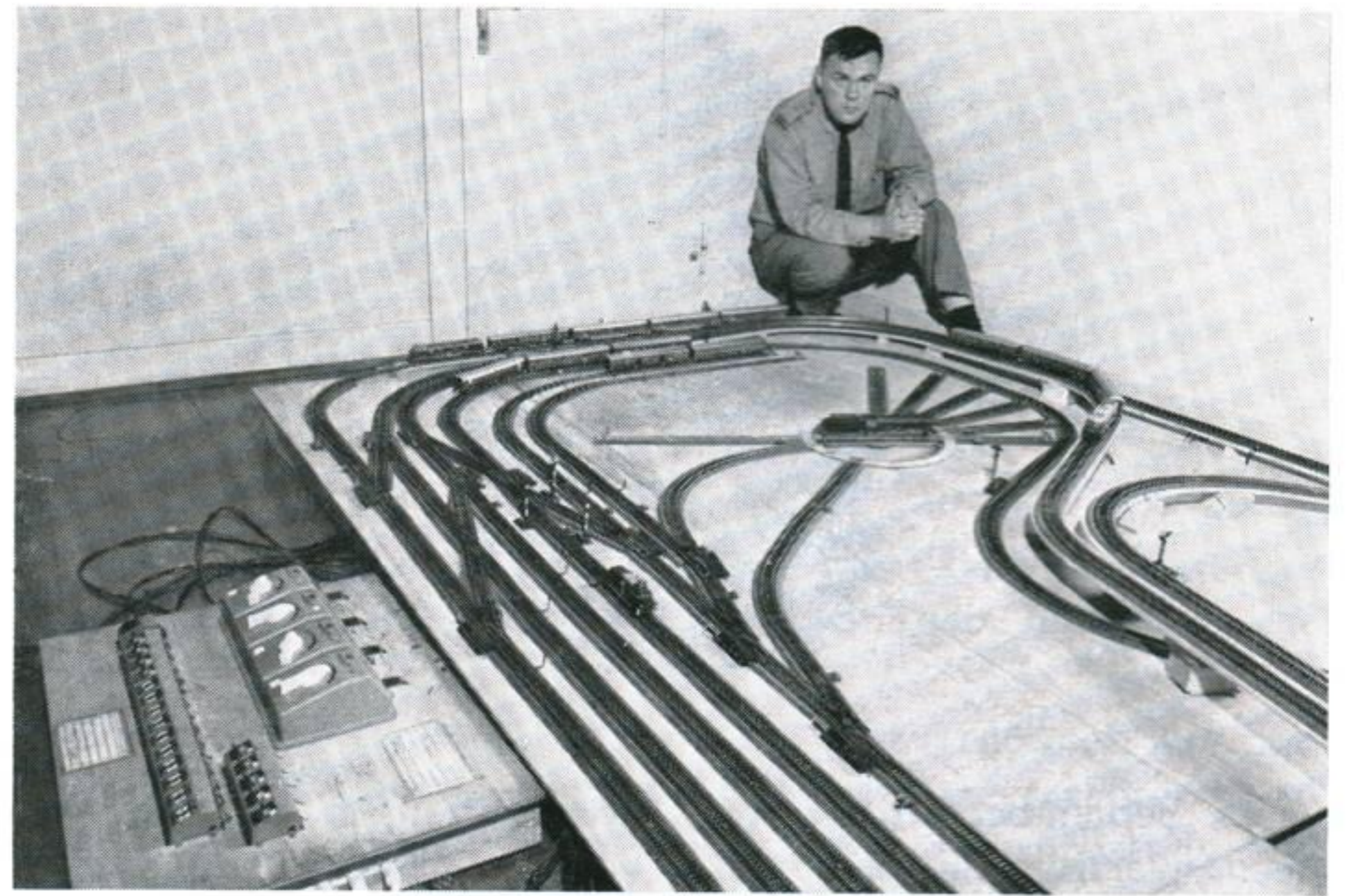
THE LAST ARRIVAL

F/L Gord Mann was born at Florence, Cape Breton, and received his public and high school education at Spring hill Nova Scotia. He enlisted in the RCAF in May 41, graduated as an Air Gunner in Nov 41, and proceeded overseas in Dec. He served with 107 and 88 Squadrons (RAF) until March 44, when he returned to Canada for instructional duties. After discharge in 1945, F/L Mann attended Mount Allison University, where he obtained his B of S. He re-enlisted in 1951. Gord is accompanied by his wife Lorna, and two teenagers — Linda and Stuart.

F/L Mann has the fateful honour of being the last of the newie's. He has not been initiated yet. On such an occasion he should not only drink the milk of the Moose, but eat the beard of Bruce.



F/L Gord Mann



The Engineer — F/O Sparks

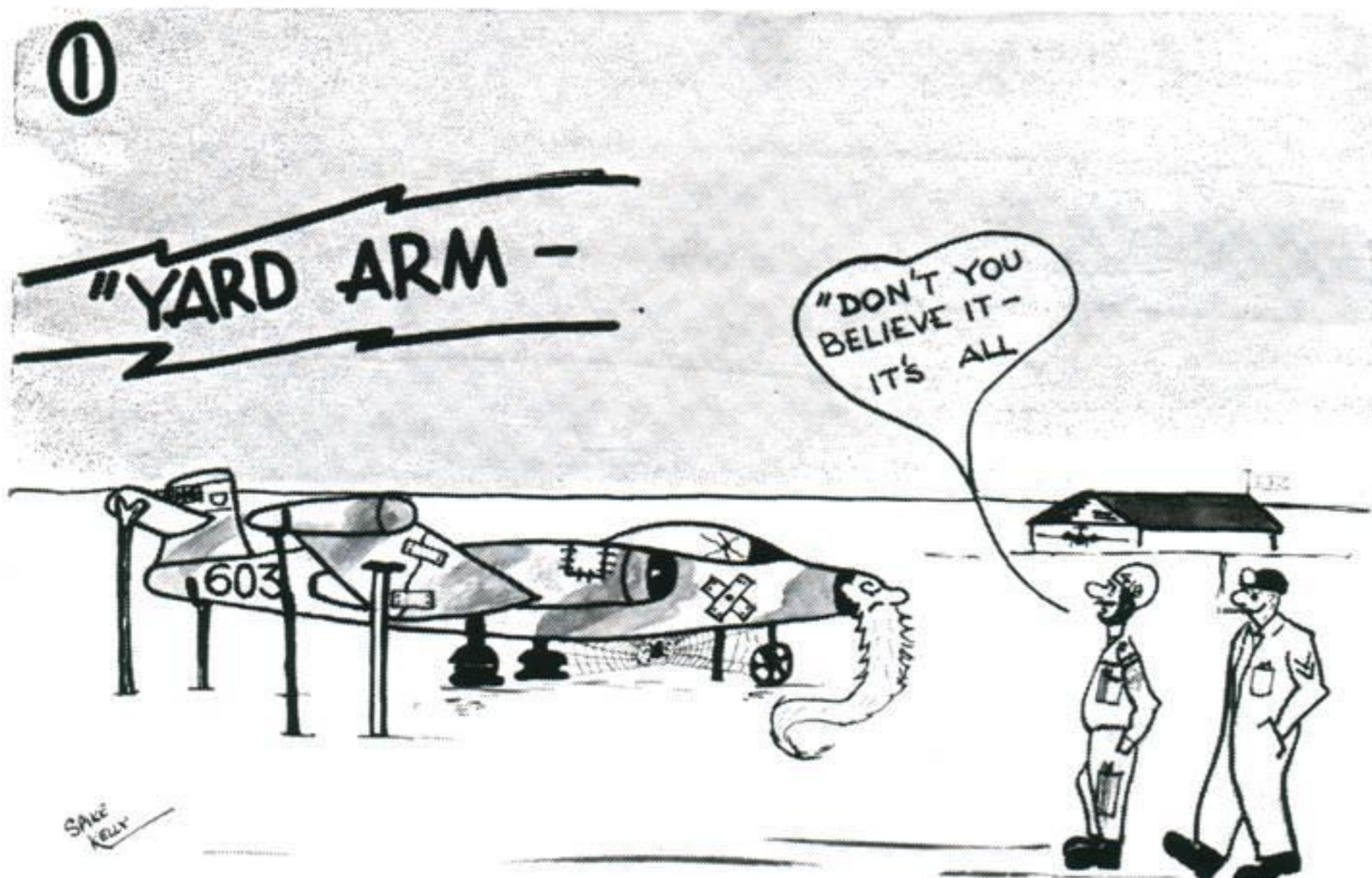
As each train roared it's miniature way through the maze of tracks and bridges Chief Engineer Don Sparks explained his hobby. "I enjoy it," he said, as he put the freight on the siding. "It's fun to plan and build the circuits (the Special left the main station and passed the freight) and then watch them (a locomotive came off the turntable and entered the yard) work."

Suddenly I realized that I was too busy watching the "local", the Special, the freight and then the shunter, to listen to what he was saying. Don went on to show that such a complicated electrical array could not be called a toy — a child couldn't run it let alone build it. "The only similarity between scale railroading and the toy you got from Santa Claus" Don said "is their name — trains."

He had lost me however. I was in the cab of the freight scuttling off onto another siding or the plush Special as it assaulted the grade of the overpass. What Engineer Sparks had lost as an audience, miniature railroading had gained as a fan.

Minutes later (actually over an hour) I listened as Don explained his set up. He has a \$275 layout which took him two months to build. There is no landscaping yet, but he plans to have some soon as it adds to the authenticity of the scale model railroad. Of course the model railroad is authentic since each piece is a scale replica of German locomotives and rolling stock. He firmly believes that the German "HO" miniature trains run better than those of American, Japanese or British makes.

This, then, is the place to start or complete your dreams of a railroad complex. Everything you need can be purchased at the 4 Wing PX or at one of the hobby shops in Baden Baden. As for advice in designing or building your layout the Queens University Electrical Engineering Graduate of 419 Sqn, F/O Don Sparks, will be happy to assist you. In fact he is attempting to form a model railroading club here at 4 Wing similar to those of other RCAF Stations. If you are interested phone F/O Sparks at local 117. He will be glad to hear from you.



still have the bushy upper lip that would compete with WNT but Ray and Gerry have shaved their's off. Ray was noticed immediately but GAS didn't appear much different and few people noticed the lack of the seven hairs of his upper lip that had been his personal mark of distinction.

August, for Hatchetpeople proved to be boy's month (in the materal sense) but September has gone 180° out of phase. Congratulations to F/O Pat and Pauline Barrett and F/O Larry and Lila Best both families which have just had baby girls. Hot news just received gives cause for double congratulations as LAC Chuck and Kay Vachon have been blessed with twins, a boy and a girl. Red Hot Chuck, keep working at it — maybe triplets next time.

In the welcome aboard to 422 status, it's a hello and welcome to FS Jim and Mary McMinn from 2 (F) Wing, Sgt Ray and Marcella Haley from Rockcliffe, LAC Jess and Dianne Coughlin from Vancouver, LAC Gord and Joyce Geiger from Comox, LAC Chas and Molley Dadds from 6 RD and to the only single man in the group, LAC Jack Fortin from Wing Maintenance.

And thus September has slipped by; without realizing the daily significance of passing time we now find ourselves half way trough October and at our Squadron as we have seen the leaves fall, the grass brown, and the fog linger in the trees by the dispersal, we look back on this last September with an air of nostalgia, as for the fightin 422 Sabres and crews it was the last September. As is true in all of life, we realize too late how dear things are except when we are about to lose them, but then September has been filled with memorable occasions which has made life at 422 a good life.

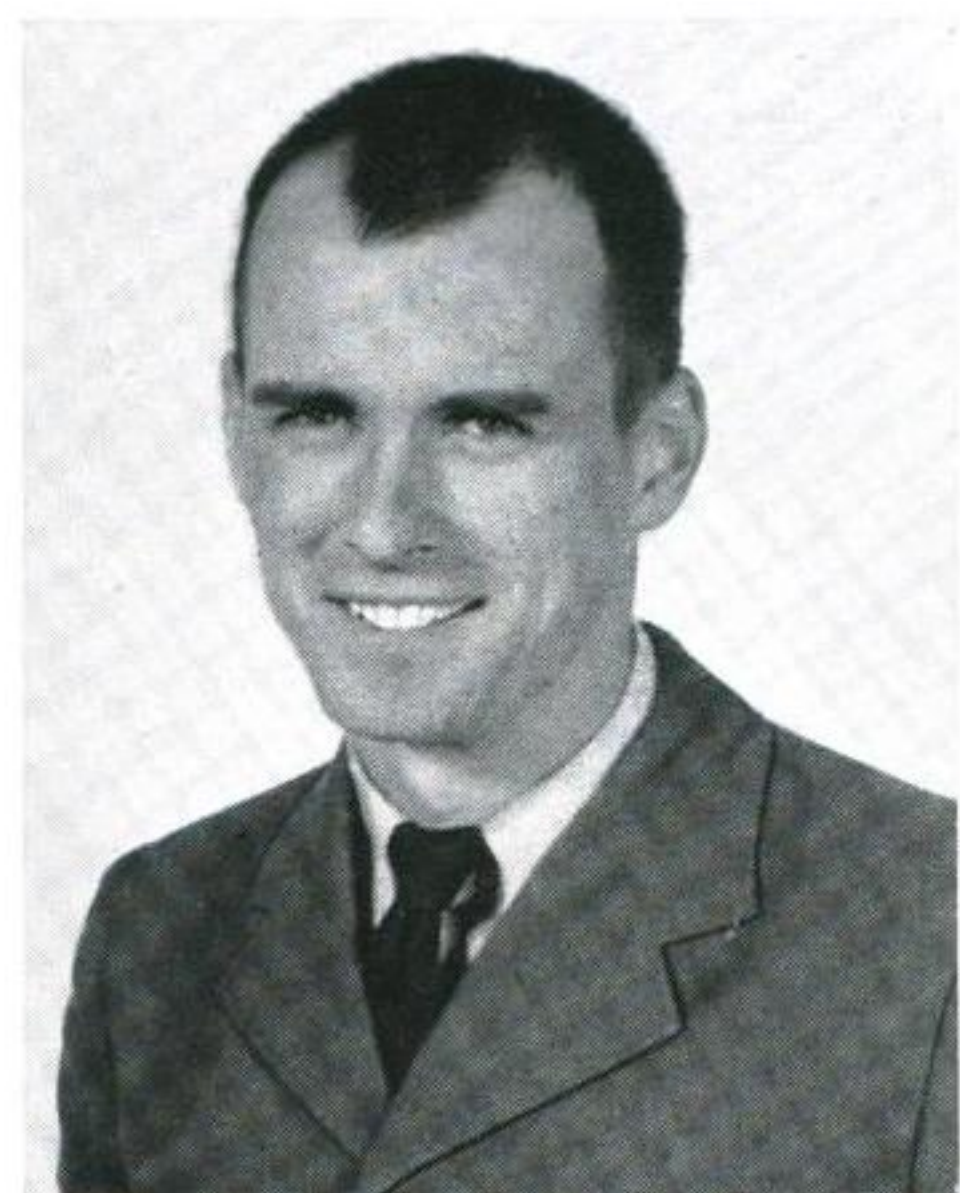
Auf Wiedersehen!



FS Mc Minn



Sgt Haley



LAC Fortin



LAC Dadds



LAC Geiger



LAC Coughlin

444



SQN



Children attending the Day Nursery at Decimomannu Sardinia

In 1957 the squadrons of Air Div took upon themselves the task of supporting a day nursery in Decimomannu. A project which has won for the Canadians a great deal of good will from the people of this small Sardinian village.

The need for such an institution far preceeded 1957 but until then the means were not available. The Sisters in charge first approached the Sardinian government for funds but were turned down because the building in which they wished to establish the nursery belonged to the parish and thus came under its control. The parish was in turn approached but was unable to do anything because of a lack of funds. The Canadians heard of this plight and offered their assistance which was graciously accepted.

At the onset the buildings were in a very bad state of repair but soon, under the very able administration of the Sisters, improvements began to appear. The interior was refinished, a new wall was built in front of the property to keep the children from running out onto the street, a cement walk was built from the street to the door of the nursery and new furnishings for the class rooms were obtained. There are plans now of building a large awning over a small court yard in back of the building so that the children can play outside even on rainy days.

The amount of work that has been done in no way reflects the amount of money that has been given. Should this have been the case only half as much could have been

accomplished. The greatest cost has been that of materials since a good deal of the labour has been free. Keeping the building clean is also inexpensive since many older girls give freely of their time and effort to this end.



One of the two class rooms of the Nursery

To most people on the squadrons this nursery is known as the Deci Orphanage, a term in itself misleading. Most of the children attending have parents, however only about ten percent can afford to pay for this service. The Sisters who know all the parents are very strict on this point and only those people who cannot afford it do not pay.

The children who go to the nursery are between the ages of two to four years, however in special cases some as young as one and half or as old as five attend. The parents bring

the children in at seven in the morning and come for them at eight in the evening.

For the child the day is spent following a definite routine which includes in proper sequence, their meals; breakfast, lunch and supper; classes where they draw, make their first attempts at painting, and learn their catechism; play both outside and inside where their toys are those given by people from the squadrons; and an afternoon nap. On occasions they have parties, the biggest of which is the one at Christmas. It is at this time that they receive gifts usually of toys which they do not take home but leave at the nursery.

The activities of the nursery do not end here. A few weeks before a squadron leaves for Deci a "Clothes for Deci" box is set up in the squadron. Into this box go all the old clothes which are of no further use to the squadron people. These clothes are handed over to the Sisters at the Nursery and they ensure that the most needy receive these garments. To the people of Decimannu this small "Orphanage" as we call it is of importance and through it we can express our good faith to them.

COPY

Dear Sirs:

3 Sep 62

We extend our sincerest thanks to the 444 Sqn RCAF which came to the help of so many needy families with thoughtful charity. We sisters are really happy to be able to alleviate the misery of so many families by means of your generous donations. The clothes have almost all been distributed, and these poor people were very moved as they thanked us and being unable to show their gratitude in any other way, have assured us that they will pray for you, as we also shall pray. May the Lord cover you with His blessings.

Once again we thank you from the bottom of our hearts and send you our best wishes.

signed: The superior Sister Maria Maddalena
The Sisters and the children of
the Orphanage

Looking back over the past month one finds that things were quite calm (?) in the land of Cec, however the future looks promising. Football is all the rage again and if the first game (and practice all in one) is any indication, Cecil should give a good account of himself. On the social side the Oktober Fest and some squadron parties promise to make up for last month.

For another month then Auf Wiedersehen as Cecil would say —

Wing Maintenance

FS Guthrie — Sgt Jenkinson — Cpl McCoy

Here we are at the end of another month and looking back over the last thirty days or so we find two of the oldtimers from Ground Handling have gone back to the land of the round doorknobs and the 92½ cent dollar.

Cpl Wenzel and family have gone to Stn Greenwood, and LAC Casey and family have gone to Stn Winnipeg. Best of luck to all from the remainder of GHE.

Using Cpl Wenzel as an excuse, last Friday night for a party, all GHE personnel and their wives had a very enjoyable evening in a Gasthaus in Wintersdorf.

Since the last edition, we have welcomed Cpl Schafer to the fold. He is a replacement for Cpl Lambert who went to 2 (F) Wing last month.

Cpl & Mrs. Viv Barr wish to announce the birth of a baby girl last week in the Heidelberg hospital. Both Pa and Ma and the baby are doing fine.

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Sorry to say, Mrs. Keith Lively suddenly took very ill last weekend, rushed to Heidelberg hospital, she underwent surgery and at present is progressing nicely. A sincere wish from all of us at GHE for a speedy recovery, Mrs. Lively.

This seems to wrap up the events for the month, so a cheery, "Cheerio from all at GHE".

News from the Safety Equipment Section this month is along the same lines as the other technical sections — mostly repatriation and the noticeable lack of replacements.

Now making ready for departure early in November, we find Ken Lindstein and Joe Gillis. Ken expects to be taking up instructional duties at Camp Borden and Joe will be journeying to Bagotville.

The one new arrival being LAC Gerry Gough from St Hubert who landed here at the end of September. Gerry figures two for one is an equal trade.

Fred Tavernor is now sporting a new Volkswagen. Fred said he couldn't see the opel getting through another Bowling Season.

Ken Silver, not to be outdone by anyone has announced that he will have a 1963 model; but not an auto.

The people in the Seat Shop seem to be extremely happy these days. They deny that this cheerfulness has anything to do with the impending disbanding of 419 Maintenance. However we haven't been able to come up with any other reason.

After having just visited the Seat Shop, it would seem advisable to advise everyone to speak French when calling Local 115.



S/L H. R. Sullivan

Wing Maintenance welcomes aboard S/L HR Sullivan our new SAEO. "Sully" comes to us from Cold Lake having been busily engaged on intensive flying trials on the CF104 air-

craft. He personally conducted many projects there and is now rated the most knowledgeable CF104 trained Tech/AE in Air Division at this time.

To run through a brief resume of S/L Sullivan's career he served in the RCAF during the Second World War. During the period June 1944 to June 1945 he was stationed at Winnipeg where he was engaged in aircrew training and graduated as a Wireless Operator. His opportunity to serve in a theatre of war was cut short by the cessation of hostilities in Europe followed soon after by the capitulation of the opposing Japanese forces in the Pacific theatre of war. A few years later he entered the University of Manitoba at Winnipeg where he graduated in 1951 with the degree of B.Sc in Mechanical Engineering.

In December 1950 he had re-enlisted in the Regular Force and in the fall of 1951 entered the Tech/AE Officers course at Aylmer, graduating in the spring of 1952. From there on he moved to 3054 TTU in Winnipeg in 1952-53 as OC Support Unit, 406 (Light Bomber) Squadron at Saskatoon in 1953-56 as Engineering Officer, 105 (Communications and Rescue) Squadron at Namao in 1956-59 as Engineering Officer, AMCHQ (SACO) at Ottawa in 1959-61 as Tech/AE Officer i/c Aircraft with reciprocating engines, where he was promoted to S/L. In 1961 he moved to Cold Lake on the CF104 programme.

S/L Sullivan loves sports and is an ardent curler, bowler and golfer. We have no knowledge of his ability in the last two but we know his curling prowess is in the "expert" class. It is noteworthy that he teamed up with his brother, S/L Jack Sullivan and two others while stationed at Ottawa in the 1959-61 period and swept the slate clean through Army, Navy and Air Force Teams to become Ottawa Air Force Champions. S/L Sullivan is a very fine gentleman who is noted for his fairness, perceiving mind, mellow nature and ready wit. We feel sure you will enjoy your next 4 years here at 4 (F) Wing. We are more than pleased to have you and we wish you, your wife Audrey, son Drew and daughter Patricia all the best in health and happiness.

Yours truly, Cpl McCoy, reporter for No. 1 Hangar; since this will be my last reporting time, would like to say good-bye and thanks to everyone for the co-operation received while writing for you and I sincerely hope you will give the same co-operation to my successor Sgt Davis.

First I would like to welcome into the hangar, Sgts Halasz and Davis also LAC Bozak and LAC Boran. The latter, I am told should be a boon to our 4 (F) Wing Hockey Club. Also a welcome to LAC Crowder.

We have a couple of repats with myself and Cpl Gogan both going to Portage and I guess by the odd tear that is being shed some of the boys will be around 'til after Christmas.

Rumor from the floor has it that Stan Taylor is getting married after Christmas. Stan says he is the only Joe who doesn't know about it.

Apparently Jack Curtis has been barred from the PMQ Gasthaus and not by the Management. Red Baird says its because Jack's wife doesn't like the place.

Sgt Hart has joined us from 444 Squadron and is a welcome member of the snag crew. Also from the squadron for a couple of weeks we have had Sgt Norman with us.

I hear FS Sheehy and WO1 Simpson are taking off for Munich. When the Brewery heard about it they set up another Beer tent.

Well fellows I guess that's about it for this month. So once again thanks for the co-operation and so long, see you back in Canada.

TELECOM TIDBITS

by HAL

This month we say goodbye to Cpl. G. M. Roddick and family who are leaving us to take up residence on the east Coast of Canada. That's a magic word to all of us isn't it? CANADA-it has such a homey sound to it. From Com Gnd we say aufwiedersehen to LAC Ken Reno and his lovely wife, who are on their way to No. 2CU Edmonton, Alberta. That's the place to go - The West. There just ain't no place like home is there Ken? LAC Dave Cole, his wife Evelyn and his son Ronnie have been posted to No. 1 (F) Wg. Don't forget your friends here at 4 Wing folks and do come back and visit us once in awhile.

Say have we ever got a conscientious safety inspector. What with bald tires, U/S tail lights, license plate lights not working and burned out headlights. I think Telecom personnel will be doing a lot of hoofing it until the repairs are completed. Better safe than sorry though.

The mad mobs have returned from their camping sprees, bar sprees, beach sprees and general interest sight sprees. In other words the majority of us have had a wonderful leave this summer and are now ready for a few months of good work. I hope everybody enjoyed themselves as much as I did.

I hear the GCA boys are finally being worked as they should be. Tough luck boys but maybe they'll let you rest next year. You never can tell they might even take pity and build you a proper road connecting you with civilization.

Whats this I hear about Tel Air being sandwich runners, waiters, etc.? I guess they just can't get along without you boys can they?

This month we welcome from Bagotville, LAC Bedard. He is a new GCA type. They need help desperately I'm told. I guess they're working Art pretty hard out there.

The message centre tells us that from the best station in Canada, Gimli naturally, comes LAC Jim Prescott. You'll find lots of ex Gimli-ites around 1 Air Div Jim. Jim will be working for Sgt. Brooks and I guess this makes him happy as he will be closer to his full establishment. Cross your fingers Scotty, you just might reach full complement before they pull an interwing transfer on you.

It won't be long now before we start our Xmas shopping. The PX should be getting their Xmas goods any day now so don't forget - go out early and thus be sure to get what you want. If you go early you won't have to take what's left, after the main rush has been there.

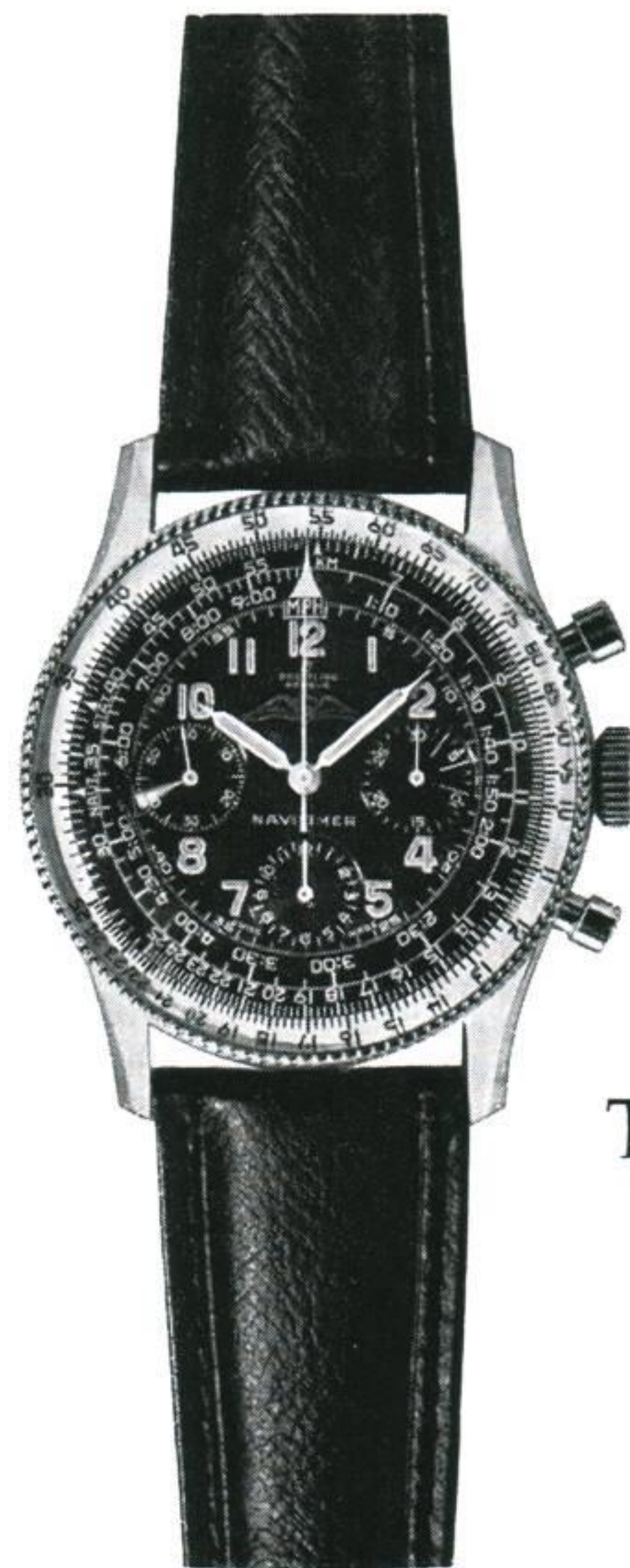
On the 21 Ken and Ida threw a little party in his PMQ and from all reports I missed a smashing success of a party that bounced along until 4 A.M. I am sure those who got there were very glad that he held it on a Friday and not a Thursday.

Scotty Brooks tells me his curling team from Telecom is all set and raring to go. I think he is out for the big prize this year. Be on your toes you curlers because when he becomes determined he also becomes lucky.

Bowling season will be in full swing when you read this and once again Telecom Air is in their plugging away hoping to come out on top. With the new handicap system we will be using this year I think it will eliminate the possibility of a stacked team walking away with the league championship. Tel Gnd also has a team entered but I don't think Tel Air has too much to worry about from them. Famous last words you know.

Well Vi and Dez have been married for a month now and from all of the folks here in Telecom we say to them both. Happy times and many anniversaries are what we wish for you.

That's it for another month gang. So long until next month.
Hal.



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SOELLINGEN

Sally REPORTS -

By Joyce and Mary

This month Soellingen Sally bids good bye to Taffy and Helen. Taffy was married recently and has taken up home-making as a full time job. Helen, who had an accident a short while ago and had a lengthy stay in the hospital, is back on her feet again and has just finished her clearances as well, she also plans to make housekeeping her past-time. All the best is extended to you both and we hope you will come back with us and share our good parties and dances.

On 15 Sep Vi and Des Santo were united in Holy Matrimony, the bride and groom went to Spain on their honeymoon.

June and Roy have announced their engagement this month, and have set 24 November as the date.

The program of winter sports is now in action, bowling got underway on the 4 Oct, basketball just got started, already the men have played against us, apparently height is the answer in this game. Dianne and Joyce have each entered a rink of airwomen in the Wing Curling Club, and lastly, the airmen want to challenge us in broomball, this should prove interesting so let's get out there and fight.

S/L Dalton of AFHQ and F/L Miller of Air Division spent a few hours with us on the evening of 10 Sep, after having made introductions, Madam Dalton spoke on the Women in other NATO forces and their different ways of living, this was followed with a very enjoyable cocktail party.

Two western dances were held in September, a good time was had by all, and more is expected in the near future, so keep a lookout for the dates.

Sandy is spending her leave in England and Scotland with friends, Mark II also spent some time in England with relatives. Joyce and Marina spent some time in Vienna Austria and many of the girls went to the Munich Beer Fest. Esther spent her leave just touring, Austria, French Riviera etc. Edith spent a week in Kassel visiting relatives and since her return, her car went kaput. Dianne spent a week in the hospital following the last wedding, I guess it was too much for her.

Peggy has proved to be tremendously good at oil painting and spends a lot of her spare time with this hobby.

Trade board time has caught up with us once again, so in closing, we wish all the girls writing the best of luck.



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Sports and RECREATION

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Back row: WO Burnett, LAC Gadde, LAC Oliver, LAC Wadman, LAC Cameron, LAC Davis, FS Proulx, Cpl Cheese, F/L Mackey. — Front row: LAC Johnson, LAC Keyes, LAC Clackson, Cpl Mullen, Cpl Bird, LAC Lipsett. — Missing: LAC Nesbitt, LAC Pacquette, LAC Auger, LAC McGuire.

The 1962 edition of the 4 Wing Raider fastball club could well be described as the surprise team in the Air Division Fastball League.

This was supposed to be the year 4 Wing lost. With three straight Air Div championships under their belts but minus quite a number of the big guns that led them to three straight crowns, speaking mainly of Norm Haney — the winningest pitcher in Air Div ball the previous four years, also Moe Hunt, the slick fielding 3rd sacker plus hard hitting outfielder Al Shand.

The general feeling among ball followers on the Wing at the beginning of the season was anything but optimistic. "With Haney gone the pitching will never stand up." This was the talk of the day in the month of May. The fielding and hitting was too spotty to make either a sound defense or offense was often heard also. This team could not be expected to make any real serious threat for the championship.

A few holdovers blended together with a good array of newcomers changed a few minds before the season was complete however.

With this mixture of old pros Cliff Brown, Bob Clackson, Brian Mullen and Bill Gadde combined with the newcomers

in the persons of Ed Wadman, Bill Oliver, Larry Pacquette, Tommy Davis and Norm Keyes just to name a few and not overlooking of course the irreplaceable support chipped in by such unsung heroes as Johnny Johnson, Bob Nesbitt, Tex Cheese, Bob Bird, John Lipsett, and Bill Proulx. This array of ball players proved too much for Air Div opposition and made a lot of the so-called experts eat their words before the season was over.

The season opened on a winning note for our local nine. 2 Wing Eagles went down to defeat in the league's opener by a count of 4-3. Following this win there was still mixed reactions on how well or how far this team would go (2 Wing had been perennial cellar-dwellers) so in beating this team the Raiders did little to bolster the confidence of many of the ball fans. A wait-and-see attitude seemed to be the general feeling.

This club went on to many heroics before the season came to a close. They finished the league schedule with a respectable 10-8 won loss record and knocked off ADSU in the semi-finals 3 games to 2 and the pennant winning Eagles 3 straight in the finals. They also won the majority of their exhibition games against some of the top American Military teams in Europe.

In picking the MVP on this team one would have a very difficult task, because, if never before, the 1962 team was no one man show — it was strictly a team effort all the way.

The tremendous home run power of Mullen was a big factor all year long — the unforgettable clutch hitting of Clackson could never have been replaced — the dazzling fielding displayed by Gadde in the outfield holding the defense together was a bright spot all season through — the inspirational and brilliance of Wadman behind the plate giving the pitcher and infielders that ever needed confidence in the squeeze was also irreplaceable — the daring base running of Johnson getting the extra base time and time again when needed was also inspiring to the rest of the team. The pitching of Brown, Lipsett and Cheese cannot be overlooked with this trio all coming through with great efforts when needed.

The common phrase used when measuring the greatness of ball clubs is "A team is only as good as its Bench". What other team in the loop could boast of such potent reserves as the one this club had? Pacquette, Davis, Nesbitt, Keyes, Cameron, McGuire, Bird, and Auger; all outstanding players at their own positions more than filled in when called upon.

Now with four in a row under their belts, the team has outstanding prospects for next year. With most of the team due back except for Brian Mullen their power hitting first sacker their prospects look much brighter than at this time last year.

MEET THE RAIDERS

by Chuck Thornhill

Once again the hockey season is with us. Through the medium of the FLIEGER we will try to keep you up-to-date on how our team "The 4 Wing Raiders" are doing. We do know that there will be a 30 game schedule within Air Division loop itself, and probably the same amount of games with European teams.

By the time this month's Flieger is in your hands you will have had an opportunity of seeing the Raiders in action. With "poking my nose around" and watching the Raiders in practice, I think that we have a well-balanced, capable team.

Following along the same line as last year, we will introduce the personalities behind the Raiders, and the Raiders themselves. This month we introduce:

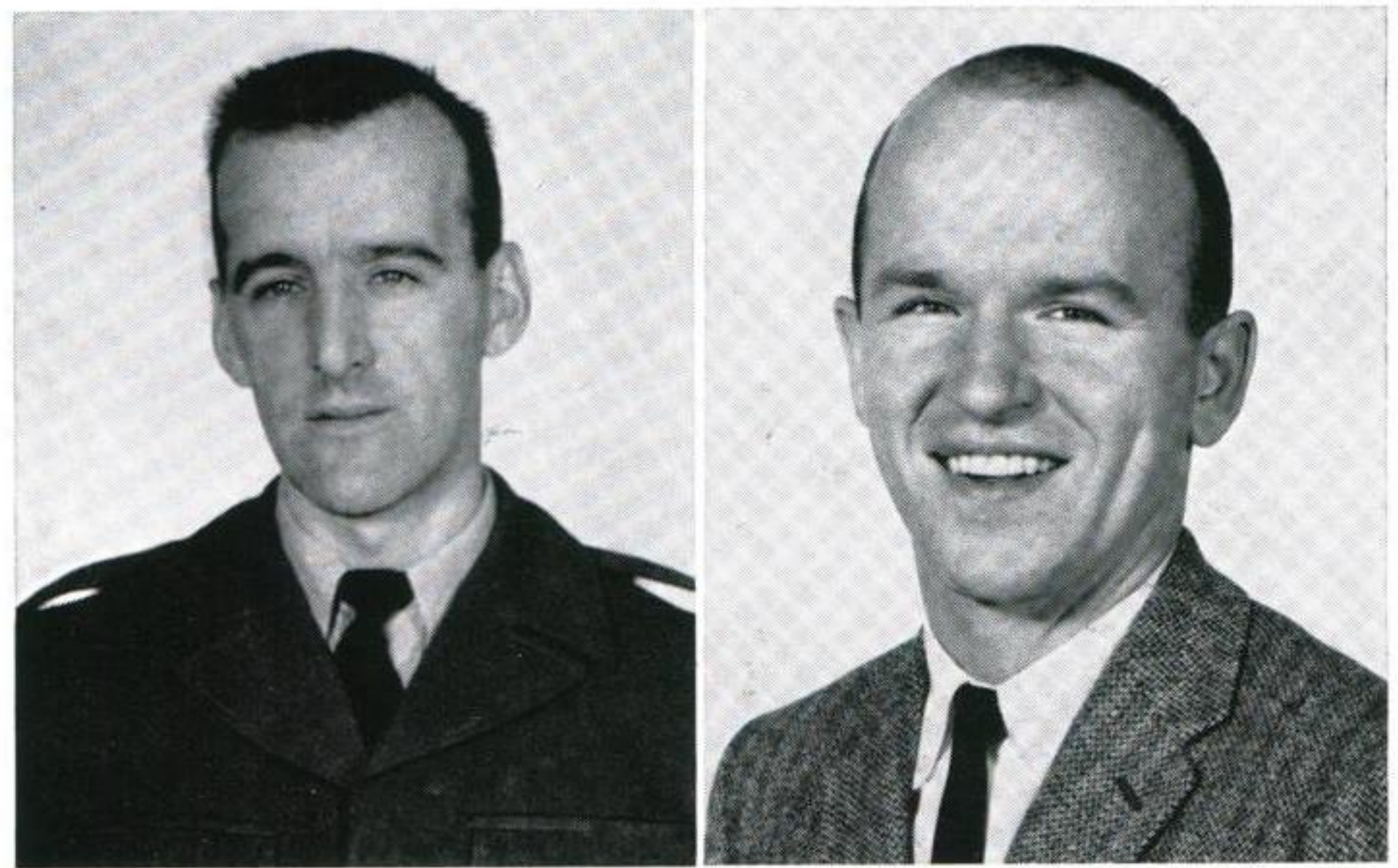


F/O L. C. Jones

LAC B. Gadde

F/O Lou Jones as the manager of the Raiders. This job of being a "manager" is not new to him, as he was manager for 2 years at St. Francis Xavier University (Antigonish, NS). He was an active hockey player for 3 years and last year he was one of the Executives of the Raiders. Lou will not make any predictions on the Raiders, but when he hears the word RAIDERS, you can see the smile — the smile that says, "we're going all the way, and keeping the Air Division Trophy here".

LAC Bill Gadde is one of the most colourful hockey players in Air Division. Bill is primarily a defenceman but is quite capable as a forward as well. Bill started playing hockey in his hometown Ottawa and progressed from Juvenile to Intermediate and later played for the Ottawa Flyers. Last year he played defence and seems to have the unique ability of disturbing the opponent's progress. Bill is a Tel-Com Tech. with the Moosemen.



LAC B. Muise

Mr. R. Dodds




LAC Bob Muise will handle the coaching this season. Bob has had lengthy experience on the "hockey lanes" which will be an asset to the club, in his coaching and playing capacity. Bob played defence for the Raiders the last two years, and he also played Inter-Section at 4 Wing. He has played for the Sydney Jr. "A" Millionaires and the RCAF team of Cold Lake. Bob is a Fire Fighter by trade and when time permits one can hear him discussing "his team" at length.

Mr. R. (Dick) Dodds will once again handle the nets for the Raiders. For those people new to 4 Wing, Dick came here last year as Principal of the Junior School and fortunately, for the Raiders, devoted some of his time to hockey. He has played for such teams as the Belleville McFarlands (Sr. A), Kingston Canadians (Jr. B), Kingston Goodyears (Sr. B), Napanee Comets (Int. A), and Queen's Golden Gaels (Sr. Intercollegiate). Dick is one of the coolest goaltenders around and when the games seem quiet and uninteresting, you can be sure he will add humour to your evening of hockey.

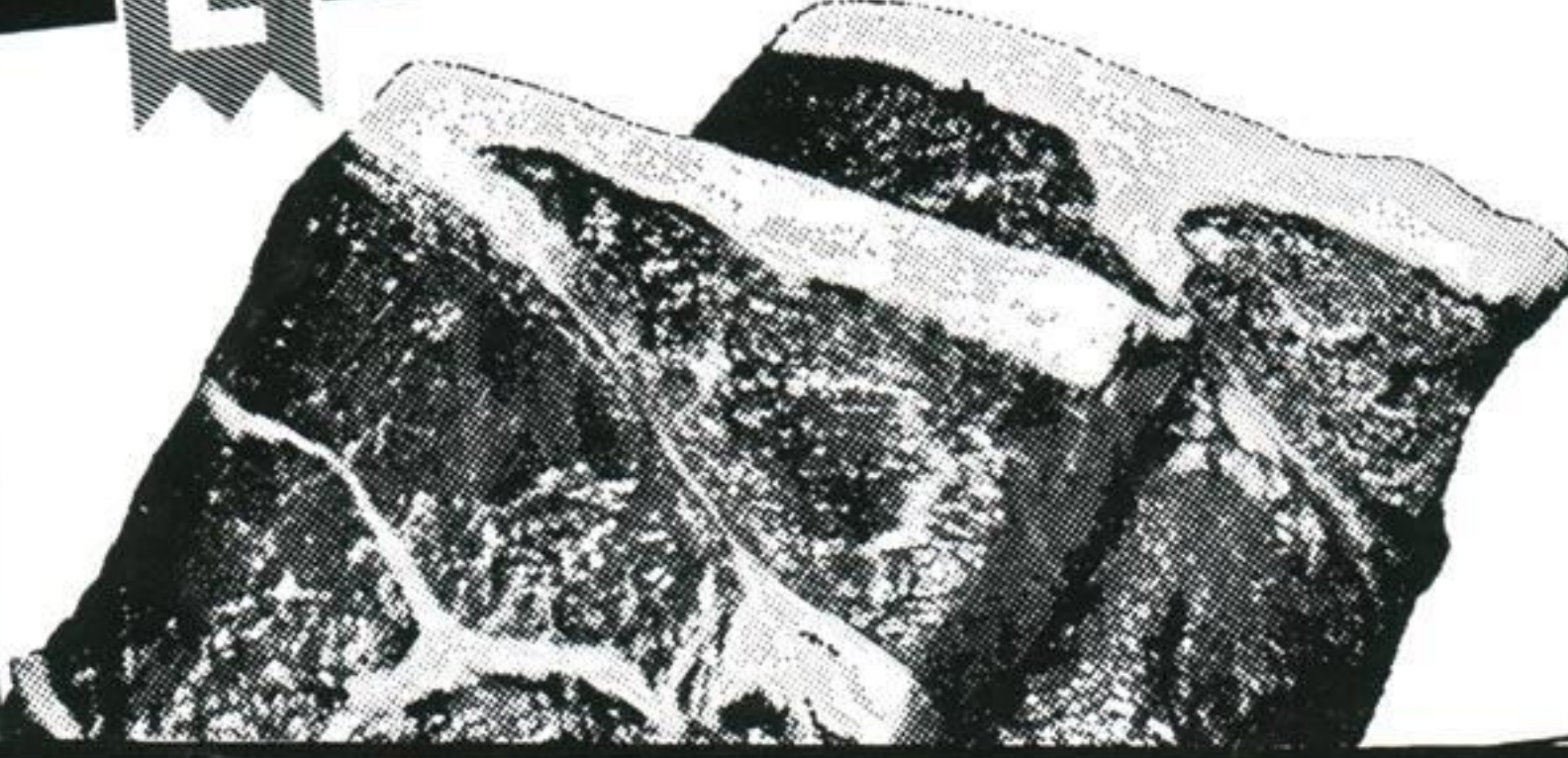
His brilliance in the nets played a big part in bringing the championship to 4 Wing last season.

R. C. A. F.



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