

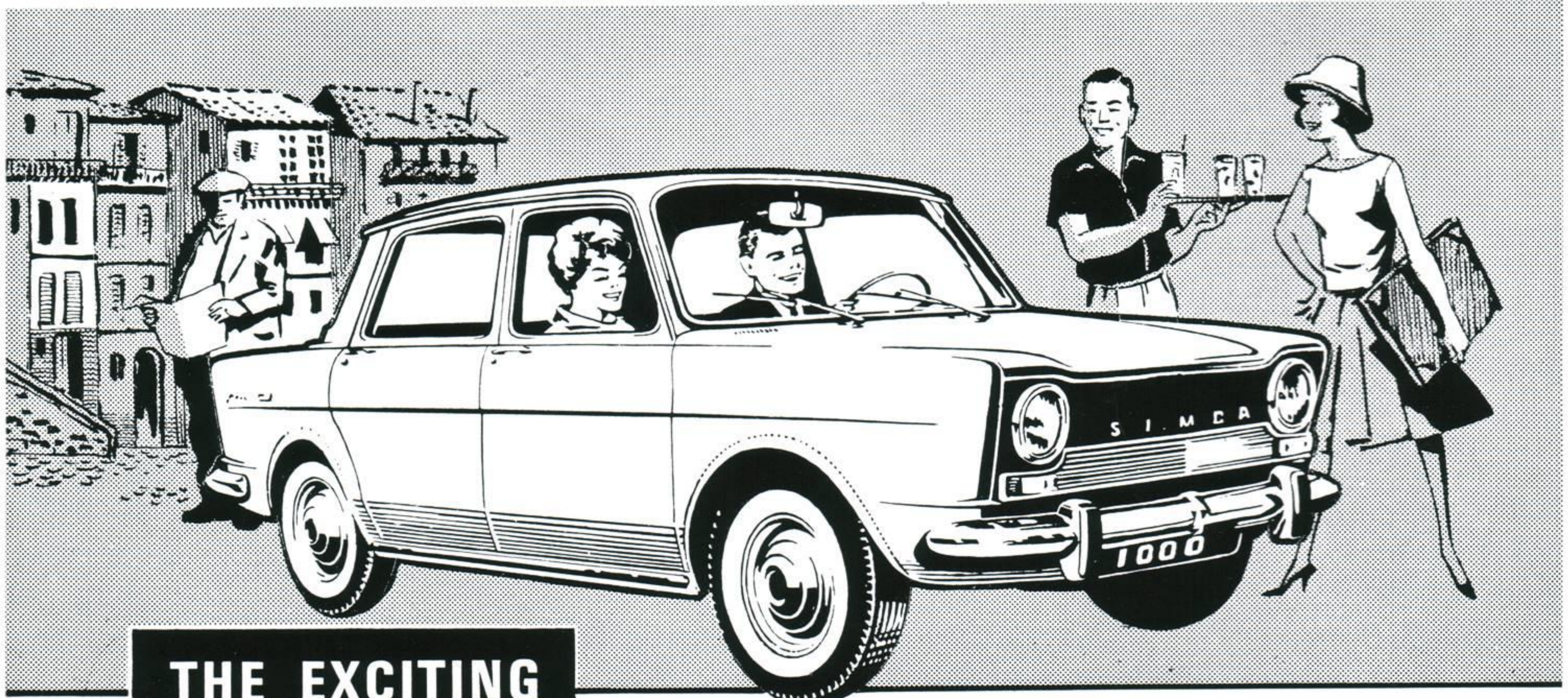
Alstad

4(F) WING (RCAF)

Schwarzwald Flieger



VOLUME IX • NOVEMBER 1962 • NUMBER 11



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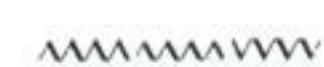
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ENGLISH SPOKEN! ON PARLE FRANÇAIS!

COVER STORY

Canada's NATO Air Division marked its 10th Anniversary Friday, 19 October.

Ceremonial parades and aircraft flypasts were held at the various units with social functions held in the evening at which the Canadian Air Division played host to American, English, French and German military and civic dignitaries.

Air Vice Marshal Larry E. Wray, commander of the Division in company with the commanding officers of the various units, layed a wreath at the Canadian military cemetery at Choloy, France, on Thursday, 18 October, in memory of the Canadian service personnel who have given their lives over the past 10 years. Included in the dedication was a small number of dependents who are also interred at Choloy.

Congratulatory messages were received from General Lauris Norstad, supreme allied commander in Europe who offered "warmest greetings to the officers and airmen of the Canadian 1st Air Division on the 10th anniversary of their service in Allied Command Europe.

"As former Commander of Central Air, as Air Deputy to the Supreme Allied Commander, and in my present capacity, I have had a close personal as well as professional relationship with members of this important contingent since its arrival a decade ago. While it is not politic for me to compare or contrast the forces under my command in NATO, I do not hesitate to say that there is none better than the Canadian 1st Air Division."

General Truman H. Landon, commander of the Fourth Allied Tactical Air Force, Ramstein, Germany, to which the Air Division is operationally responsible, has sent "sincerest felicitations on the occasion of the Air Division's 10th Anniversary".

"As an integral part of Fourth Allied Tactical Air Force", said Gen. Landon, "No. 1 Air Division's contribution to the defence of Western Europe and the Free World is well known and appreciated by members of the NATO family."

Canadian-built CF-104s are now being flown to 3 Fighter Wing, Zweibruecken, Germany, and as the Air Division enters its 11th year of service, it also enters a new era, — a supersonic era.

As this era dawns, it will see the end of the F-86 Sabre which the RCAF was the first to fly in Europe and the four CF-100 squadrons will also cease to exist next January, along with 61 Aircraft Control and Warning Squadron.

A new CF-104 squadron will be formed as an F-86 squadron is disbanded. The new squadron, new only in personnel and equipment, will retain the badge, number, and honors of the Sabre unit it replaces.

Beginning with 427 (Lion) Squadron at 3 Fighter Wing in December, the eight CF-104 squadrons will take over throughout next year to play their part in the defence of Europe and the free world.

The cake pictured on the cover page was prepared and baked by Herr T. Eberhardt, pastry cook of the Officers' Mess, under the supervision of Sgt LB Ludlow.

This masterpiece was displayed, and admired by all who attended the social function in the Officers' Mess Friday evening.

BEECHCRAFT

THE EXECUTIVE TRANSPORT

Beechcraft is synonymous with light transport aircraft. When anyone talks of Beechcraft, a person immediately thinks of the C45 Expediter. It is always interesting to look back and find out something about the aircrafts illustrious ancestors. In this way we can see along what lines the aircraft developed.

In the year 1924, Walter H. Beech helped form the Travel Air Manufacturing Company. This company developed a very advanced group of biplanes and cabin mono planes. The early models of the biplanes were powered with the old reliable Curtiss OX-5 90 HP and OXX-6-100 HP engines. The Travel Air biplanes were known for their good aerobatic qualities and general stability. One of their noticeable features was a large rudder. The transport monoplane Travel Air's were made in Series 5000, 6000, 7000, 8000. Each one of their models had a progressive increase in horsepower and were all high wing monoplanes externally braced.



Travel Air 4000

The pride of the Travel Air fleet was the "Mystery S", or Texaco 13. This aircraft broke many records while flown under the capable hands of Frank Hawks. The Texaco 13 was owned by Texaco Oil and was painted the Texaco colors of red and white. It was a very beautiful low wing, externally braced monoplane. The fabric was given 17 coats of dope, was tight as a drum and had a mirror finish. In the year 1931, Frank Hawks flew the Texaco 13 from Edmonton to Calgary in 45 minutes. This is about 180 air miles, which makes it about 240 miles an hour. This was very fast in those days and when the Texaco 13 landed it was the centre of attraction at the Calgary airport.

Some of the outstanding records of Travel Air's were:

Metzgerei Wild · Huegelsheim

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The "Schwarzwaldflieger" (Black Forest Flyer) is published monthly as a Wing fund Activity through the kind permission of G/C J. J. Jordan, AFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany. The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.

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"THE ONLY R. C. A. F. MAGAZINE EAST OF THE RHINE"

1925: Ford Reliability Tour. Three OX 5 Travel Air's entered and all finished with perfect scores.

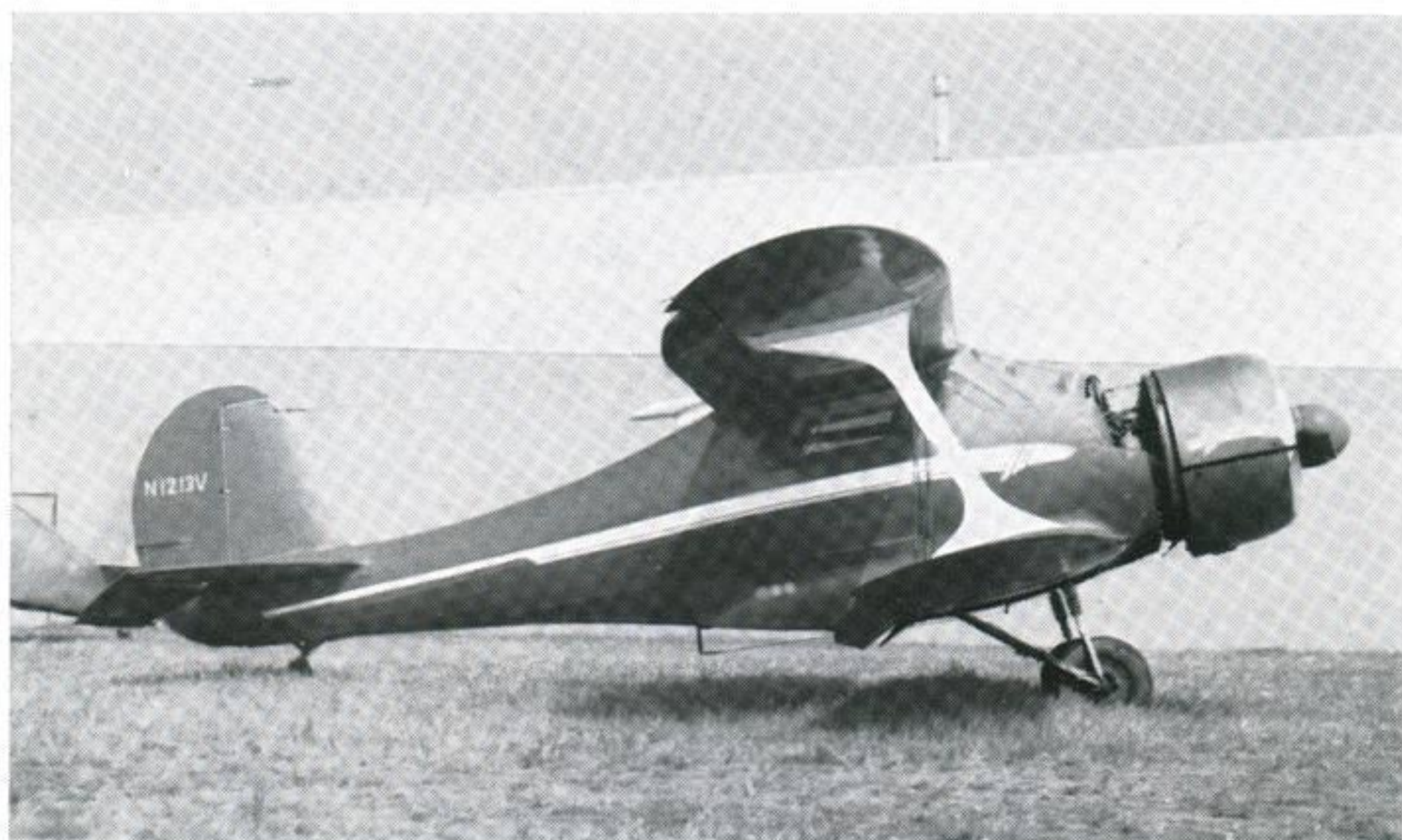
1927: Travel Air monoplane City of Oakland with a Wright J 5 W Whirlwind engine flew from Oakland, California, to the Island of Mclakai in the Hawaiian Islands. The flying time was 25 hours and 36 minutes for 2,340 miles.

1927: Travel Air monoplane "Woolaroc" J 5 Wright, Oakland to Honolulu, \$ 25,000 prize, Pilot Arthur Goebel and Lieutenant William Davis.

1929: Endurance record for women. Louise Thadden, 22 hours and 3 minutes in the air.

1929: Travel Air "Mystery S", free for all race.

1930-1931: Capt. Frank Hawks established more than 200 speed records in America and Europe flying the "Mystery S".



Beechcraft 17 S

In the year 1929, Travel Air merged with the Curtiss Wright group. Mr. Walter Beech was placed in charge of sales. Mr. Beech resigned from Curtiss in 1932 and formed his own company, Beech Aircraft Corporation.

The first aircraft to come from this newly formed company won the Texaco Trophy in 1933. In 1936, a national speed record was set at 197.9 miles per hour by a model 17 Beechcraft. The Beech 17 was a cleanly designed cabin biplane. It could carry a pilot and three passengers. This was the only negative staggered wing biplane built in the USA. That is, the lower wing was further ahead than the top wing. These aircraft were built in Models A to S. The early models had fixed under carriage and Jacob engines of 285 horsepower. The later models all had electric operated flaps and under carriage, Pratt and Whitney Wasp R 985 of 450 hp, and a constant speed propeller. The USA bought over 300 Beechcraft 17 Travellers from 1939 to 1942.

In the year 1940 the Twin Beech Model 18 was introduced to the USAF. It was to be known as the C.45. This aircraft had two P & W r 985 of 450 hp. The under carriage and flaps were electric motor operated. The top speed was 225 mph and it cruised at 160. The USAF procured 1500 C 45's during World War II. There were many other variations of this air-

craft, such as the Wichita Kansas AT11 or SNB-1 Navy. During the war the RCAF also bought C45 Expeditors.

The first RCAF C45 was CF BMU donated by a civilian firm. The early RCAF C45 were known as Expediter 1s. These models had constant speed, non-feathering propellers and were used as utility transports. In 1953 the RCAF bought and modified the Expediter into the MK 111 series T and M. N. The 3 M. N. is a navigational trainer, but can be converted into a transport. The 3T cannot be used as a navigational trainer. The Expediter 3T and 3M.N. have full feathering propellers, modified brakes and undercarriage changes. The engines are still Wasp N985, but have a larger generator installed to handle the aircraft electrical system. The C45 Expediter is one of the few types of medium size transport aircraft that has remained in constant production from 1937 to 1958. This aircraft still retains its basic design.

Postwar Beechcraft has brought forth the Model 35 Bonanza, Model 50 Twin Bonanza, Model Super 18 and the Mentor. One of the outstanding records of any small executive transport was set by a Model 35 Beechcraft Bonanza.

At 1204 a. m. on 7 March, 1949, Captain Bill Odom lined up Bonanza Waikiki Beach on runway 8, Hickson Field, Honolulu, Hawaii. This was a beautiful morning and the Waikiki Beach was heavily loaded down with special equipment. On the wing tips were two gas tanks holding 62 gallons each, 126 gallons in the fuselage tank, plus its own wing tanks, brought its fuel load up to 288 gallons of 80 octane gasoline.

The aircraft carried oxygen, survival equipment, extra navigational equipment, Gyro and Gyrosyn compass, accelerometer, and was fitted with a constant speed propeller.



Expediter C 45

After a take-off run of 2,400 ft, the 185 horsepower Continental pulled the 3,858 lbs. Waikiki Beach into the air and Bill was on his way. The Waikiki Beach was headed out over the Pacific at 5,000 ft. for San Francisco. After nine hours and 18 minutes, Bill was over the weather ship Red Head Fox, 30 degrees north and 1,400 west. It was at this time he made a detour 160 miles south to avoid severe turbulence

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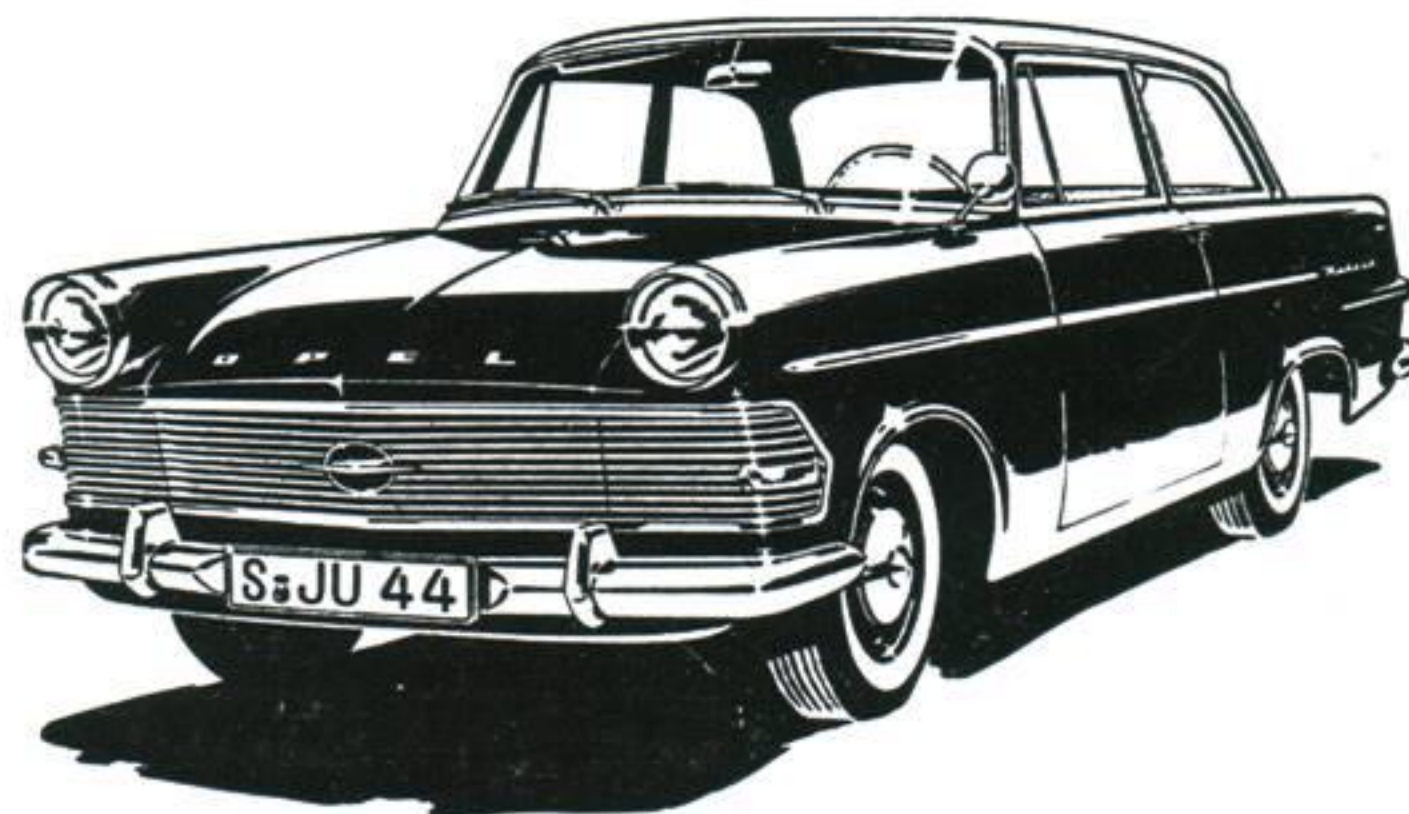
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and icing conditions, but still had to fly an hour on instruments.

At 16.51 hours he crossed the Golden Gate, San Francisco, escorted by a giant PBM coast guard flying boat.

From San Francisco, Bill's course was over the mountain via Boise, Idaho. Again weather closed in and he was on instruments and flying at 16,000 ft. on oxygen. Everything was going fine and over 125 gals of gas still remained. It was not until he reached Scott's Bluff, Nebraska, that he flew out of the soup and had clear sailing and favourable tail winds. At



Beechcraft L-23=D

7.15 on Tuesday, 8 March, Chicago loomed up under the wings of the Waikiki Beach. From there on, cities passed like clockwork and at 12.06 Odom roared in from the west to a perfect landing at Teterboro, New Jersey. Captain Odom had flown 5,273 miles in 36 hours, two minutes, at a speed of 146 mph. The total cost of the fuel and oil for the trip was \$ 75.00. Amazing as it seems, Captain Bill Odom stepped from the aircraft clean shaven and with a pressed suit.

It is very likely that we will see Beechcraft aeroplanes for many years to come. Beechcraft can be proud of their record as a builder of fine executive aircraft.



Junior School News

The month November has arrived and with November come the cold winds, the flakes of icy snow and the first Report Cards. By the time the "FLIEGER" is in your hands the Report Cards will have been issued and many parent-teacher interviews will have been completed. May we stress to the parents that if you desire a conference with your child's teacher or the principal, please contact the Office or the teacher concerned directly. A short meeting may clarify many problems which may have "reared their ugly heads" in the first two months of school.



Cuisenaire Method of Arithmetic

Our "theme" for this month's Junior School News" is an explanation of the newly adopted method of teaching arithmetic at the School — the Cuisenaire Method. The picture accompanying this article displays a classroom of pupils using the "rods" during an arithmetic lesson.

The Cuisenaire System is being used and adopted in various



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cities and school divisions throughout Canada as well as schools in Europe, United States, Asia, Africa and Australia.

Georges Cuisenaire of Belgium constructed sets of rods comprising 241 pieces. They are cut in lengths of wood ranging from 1 cm. to 10 cm. The smallest unit is a centimetre cube, and the longest is a rod 10 cm. long. Each of the ten rods has a characteristic color according to its length. They fall into 3 families based upon the primary colors, yellow, red and blue, together with white and black. The smallest rod, 1 cm. cube, is a sub-multiple of all the numbers, and is white. The 7 cm. rod is black. The 5 cm. and 10 cm. rods are respectively yellow and orange. The 3 cm., 6 cm. and 9 cm. rods are respectively light-green, dark-green and blue. The series 2, 4 and 8, are red, crimson and brown.

The fact that all the rods are cut from lengths of wood uniformly 1 cm. square, being related to one another in their respective lengths, is invaluable, for when laid end-to-end they can form new lengths of any reasonable size.

The value of the colors is for rapid identification of the rod required, for association with number value and size value, and for the feeling they give for number and size relationship. Children like the colors. They enjoy touching and handling them.

"With this material, seeing is associated with doing, understanding, reckoning and checking" is Cuisenaire's philosophy.

The child is gradually brought to a certain level of abstraction through repeated practice in seeing mentally.

Since it is the child's own thought which takes material form through **his own** manipulations and with the active intervention of **his** senses, colors and dimensions thus being constructively associated, his analytic capacity is developed through **his own** calculation and **his own** experience.

In the first 3 years the children will be mastering the four operations of adding, subtraction, multiplying and dividing simultaneously. The children gain as much experience as possible with small numbers up to 100 or 1000. Standards of Achievement are high:

Average children of 6 or thereabouts, can perform without mistake in 10 to 15 minutes, 40 questions similar to these:

$$\begin{aligned} 6 + 2 + 3 &= \quad ; \\ 11 - 6 - 5 &= \quad ; \\ (2 \times 4) - 6 &= \quad ; \\ (8 \times 2) - (3 \times 2) &= \end{aligned}$$

At the age of 7:

$$\begin{aligned} \frac{2}{3} \text{ of } 21 &= \quad ; \\ (32 : 8) \times 3 &= \quad ; \\ (5 \times 8) - (6 \times 2) &= \end{aligned}$$

Example of a Fraction Test is:

$$\begin{aligned} \frac{1}{2} \times 6 + \frac{3}{5} \times 5 + \frac{8}{4} \\ + 4 &= \quad ; \text{ or} \\ \frac{1}{2} \times (9 - 2) + \frac{1}{8} \times (9 - 1) + \frac{3}{5} \times (9 - 1) &= \end{aligned}$$

In summing up the above explanation in answer to the expected question, "What are the advantages of this new method of teaching arithmetic over the old method?" — one could bring forth the following points: —

- (a) Children learn by action and thereby acquire confidence.
- (b) The child manipulates the material (rods), can correct himself and write down what he now sees and knows.
- (c) The imagination is stimulated and reckoning becomes automatic.

It is interesting to note from tests administered, that pupils using this system progress more rapidly and have better results than in control classes working in traditional lines.

Each month, with the cooperation of the Flieger staff we are going to attempt to answer at least two questions most readily asked by parents. Next month we will deal with the question (a) "What is the purpose and value of parent-teacher interviews?" and (b) "How and to what extent should I help my child with his school work?"

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DO BAD ROADS CAUSE ACCIDENTS?

It is popularly believed that bad roads play an important part in causing accidents. If a curve were straightened out or if a steep hill were made more gradual, would the probability of accidents go down? Communities advocate use of traffic lights at intersection in the belief that they will slow down traffic and bring about a reduction of accidents. Unfortunately such is not always the case.

Last year more than ten million motor vehicle accidents occurred. About 18 million drivers were involved. Their accidents resulted in death to more than 37,000 persons. In addition, nearly 1½ million sustained non-fatal injuries. Property damage occurred in more than 9 million accidents involving some 16 million vehicles. What part did bad roads play in this record?

Let's consider the nature of the roadway in these millions of accidents. More than 88 per cent of them occurred on straight roads. Nearly 85 per cent occurred on level roads. Less than 2 per cent occurred on hilltops. Something like 13 per cent occurred on either upgrade or downgrade. Obviously, most accidents occur on straight, level roads.

How about the condition of the road surface in all those accidents? Accidents reports submitted by some 29 state traffic authorities show that in 72 per cent of the cases the roadway was dry. Less than 1 in every 5 accidents occurred when the highway surfaces were wet. Less than 10 per cent occurred on snowy or icy roads. The record clearly indicates that in the vast majority of accidents the condition of the road surface was dry.

This is not to suggest that bad roads do not constitute a hazard to driving; rather, it is to suggest that bad roads play a less significant role than is generally thought. Bad roads are often blamed for accidents when bad driving should be. The accident problem is mainly bad driving on good roads, plus some bad driving on bad roads. Bad roads can contribute to accidents when drivers fail to adjust speed or operation to existing conditions.

For example, congested roads may be considered bad roads but they can be travelled safely, unless the driver attempts to pass long lines of traffic.

Loose gravel on curves is a hazard. However it is not a significant cause of accidents unless drivers enter the curve at a rate of speed which does not make due allowance for that loose gravel on the highway.

Chuck holes do not really cause accidents. They do not come to meet the vehicle. The vehicle must be driven into the chuck hole.

Highway maintenance work presents certain problems to the driver but rarely directly causes accidents. An individual who fails to reduce speed while driving through a section "under construction" cannot blame the highway repair crew and the somewhat-less-than-perfect road for his accident. His dilemma results from using excessive speed.

The individual who loses control of his vehicle on icy surfaces can rarely blame the roadway. Tire chains are designed to offset this hazard. Failure to use the tire chains on snow or ice invites the accident.

Stray animals on the highway are occasionally struck by motorists. The animals cannot be blamed. They will not be

hit by vehicles which are travelling at sensible rates of speed, particularly after darkness.

I recall one accident which investigators attributed to a faulty roadway. A vehicle left the road on the right side, hit the soft shoulder, went out of control, and skidded nearly 400 feet, after which it slammed into a cement bridge abutment with sufficient force to drive the driver's body through the windshield and doorpost. The road could not be blamed for inducing speed which would cause a vehicle to slide nearly 400 feet and still have such impact velocity. It is faulty reasoning to blame the soft shoulders for such an accident.

It is about time for each of us to recognize that we can no longer transfer accident blame to the road condition. Individuals involved in accidents where road conditions was a factor must realize that failure to adjust driving to existing conditions is the real cause.

I once read that the difference between a mature driver and an immature driver was this: The mature driver is one who could enjoy the scenery on an unexpected detour.

When road conditions become poor, adjust your driving to these conditions. If road repair work is encountered, slow down and be careful until you get through the hazardous area. Assume that all curves are apt to have gravel thrown on them by other vehicles which have short-cut the curve. When you drive across bridges during wet, freezing weather, look out! Rain will freeze to such overhead structures before it will start freezing on the grade level. During a thaw, watch out for shaded areas along the road where the ice is last to go.

When it is raining, expect the road to be slippery, and slow down. In the fall when dead leaves litter the roadside, look out for the slippery condition they cause.

In some areas loose stones roll down mountain sides to obstruct roadways. Unwary drivers run into them.

Almost anyone can drive safely when the highway conditions are good. The real test comes when highway conditions are something less than perfect. Unless the driver shows the common sense to adjust his speed and performance to those problems, he is inviting an accident.

It is very difficult to conceive of an accident situation in which the condition of the highway was truly responsible.

We have discussed the tendency on the part of the motoring public to attribute their accidents to faulty conditions found on the roadway. It will be a safer world when drivers admit that roadway conditions, while being an important factor in safe driving, nonetheless do not really cause accidents. Bad roads simply make it easier to have an accident if the driver is not on the ball.

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CFN-Soellingen News

"Two minutes to go". Behind the engineer's console Mike Kelly checks once more the maze of meters and dials and makes a last minute "Level Check" on the incoming Network program.

In the announcer's booth Don Sparks adjusts his head set and glances up at the clock. "One minute to go". All talking in the studio ceases and the Red sign above the door flashes on. There is a pause, a brief word from the Network announcer and once again CFN-Soellingen is on the air.



LAW Edith Beyer — popular M. C. of the English-Deutsch program "Music Unlimited".

The above is a familiar scene in the recently renovated Soellingen studios as the newly organized CFNS staff attempt to keep up with the new eighteen hour a day schedule.

But what is this CFNS that we tune in, enjoy and take so much for granted. CFN-Soellingen is a private radio station owned and operated by 4 (F) Wing Station Fund and affiliated with the Canadian Forces Network, a subsidiary of the Canadian Broadcasting Corporation. A full time station Manager, in our case Mr. Tim Kotcheff, is provided by the C. B. C., however, staffing of the station is the responsibility of the Wing.

To alleviate this problem the 4 (F) Wing Radio and Hi-Fi Club was formed. Members of the club are trained in production, announcing or technical engineering and are eventually expected to take part in the production of one of the weekly CFN shows.

During the next two months the club will be accepting a limited number of new members. Those interested should contact the club president LAC Mike Kelly or the Station Manager Mr. Tim Kotcheff.

But what of the future of this Radio Station? It could be very big. The club has recently acquired new and enlarged studios and been authorized to the purchase of \$ 1,500.00 worth of console equipment. With the coming of the new equipment



Soellingen Radio and Hi Fi Club President Mike Kelly, prepares his Monday evening late Show, "Stand Down".

and a newly assigned frequency the range and quality of CFN-Soellingen will be greatly improved.

On the programming side a recently renovated CFN-network schedule provides the listeners with a wide variety of C. B. C. programs highlighted by the introduction of four up-to-the-minute newscasts daily and a thorough sports coverage.

Locally all 4 Wing activities are receiving increased coverage with newly acquired remote facilities playing a big part. News, sports, and good programming requires a vast amount of work on the part of many people. These people are volunteers and only they know how difficult a job it can be to create a truly professional sound in their radio station and yours.

It is hoped that this column will become a regular "Flieger Feature" with CFN news, personalities and a rundown of the weekly shows and productions. Until next month "Happy Listening".



Station Manager Tim Kotcheff points out intricacies of the engineers consol to CFNS members Jackie Neilson, Bill Gagon and Ken Halbert.



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Air Parcel Post	Wednesday 12 Dec 62
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Christmas Cards	Tuesday 4 Dec 62
Parcel Post	Wednesday 21 Nov 62

To ensure delivery of parcel post via special airlift arrangements all parcel post must be mailed by 21 Nov. Parcels mailed after this date will be transported on a space available basis with no guarantee of delivery to Canada by Christmas.

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CLASS OF MAIL	AIRMAIL	SURFACE
LETTERS and sealed Christmas Cards	15c each half oz.	5c first oz., 3c each additional oz.
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PARCELS	85c for first 8 oz. 40c for each additional 4 oz. 10 lb. weight limit.	15c per pound or fraction thereof. 10 lb. weight Limit.

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A white customs declaration form 91 B obtainable at the Wing Post Office must be affixed on all parcels.



**Recommended
Library Reading**

The Robber Barons by Matthews Josephson

This book recounts the history of a small class of men which arose in America during the last century and swept into a position of extraordinary wealth and power. In the years that followed the Civil War, American society was transformed with spectacular suddenness. The greatest industrial state in the world began to rise in a country which only a few years earlier had been mainly agricultural, and in this process the men who financed and organised the building of the railroads, the exploitation of oilfields and the other key industries could make fortunes unheard of before. They were ruthless and aggressive, unashamedly out to seize the rewards that lay open to them, and they lived in a society in which success justified almost everything.

The Robber Barons is, of course, full of wonderful stories, but, even more than that, it leaves one astonished at the picture of America itself at this time. An explosive society, full of confidence in the rich future that this age of furious enterprise was undoubtedly bringing about, it would tolerate almost any imposition. There were for instance, the railroad builders who would hold whole towns up to ransom. If the town concerned would not put up a big enough bribe, the railroad financier would by-pass it and build a station a few miles away, founding his own town around it. In a short time all commerce drained into the new town and the old one was ruined.

The most prominent men concerned have remained famous ever since John D. Rockefeller, Pierpoint Morgan, Commodore Vanderbilt, Andrew Carnegie, for example. One personal story illustrates their character. Cornelius Vanderbilt found that, while he was on a journey, some associates had tried to seize control of one of his properties. He wrote to them:

Gentlemen:

You have undertaken to cheat me. I will not sue you, for law takes too long. I will ruin you.

Sincerely Yours

He did.

The Garfield Honour by Frank Yerby

Life had marked Roak Farfield. Even in those early Ohio days he had been set apart from his brothers by his agility, his cruelty and his passionate nature, but it had been solitude too which had made him seduce his dead brother's love and abandon her to a fate she did not deserve. And when he so scarred and mutilated a man that women turned from him in disgust, Roak Garfield had made an enemy who would pursue him to the end of time. The rich lands of Texas seemed to offer freedom and escape, and the warm welcome Roak received from Captain Jesse Furniss and his beautiful daughter reassured him that a good life could start here. But freedom must be earned and peace deserved, and when Roak rode south of the river and into the arms of Belen, a Mexican woman of bewitching beauty and warmth, he was breaking more than a woman's heart, for those were the years after the Mexican war when no man could ignore the hatred which had deprived one race to fatten another. Shadowed remorselessly, by the man whose life he had ruined, Roak found love and success only at the expense of more suffering and fear than most men could take; but suffering had made of Roak a man of steel, who could fight as fiercely for his love as for the vast lands he came to cherish.

ASTRA

PRESENTS - SPECIAL ATTRACTION WEEK

S
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Merry Andrew

Danny Kaye - Pier Angeli - Noel Purcell
(U) Scope/Color, Romantic comedy.

M
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The tender trap

Frank Sinatra - Debbie Reynolds
David Wayne
(A) Scope/Color, Romantic comedy.

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Don't go near the Water

Glenn Ford - Gia Scala - Fred Clark
(A) Scope/Color, comedy.

W
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High Society

Bing Crosby - Grace Kelly - Frank Sinatra
(A) Scope/Color, Musical Romantic comedy.

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The Teahouse of the August Moon

Marlon Brando - Glenn Ford
Machiko Kyo
(U) Scope/Color, comedy

F
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Somebody up there likes me

Paul Newman - Pier Angeli
Everett Sloane
(A) Scope fight melodrama.

*Week
Commencins
Sunday 18. Nov.*

S
A
T
U
R
D
A
Y



Viva las Vegas

Starring
Dan Dailey - Cyd Charisse - Jim Backus
(U) Scope/Color, Romantic musical.

*Twice Nightly
at
18.00 & 20.30 Hrs.*



Vikki Hammond

Vikki Hammond's qualifications for inclusion as the "Flieger" Girl of the Month are 37:24:36. She recently starred in "School for Scoundrels" at the Astra. (Associated British Picture Corp. photo)

Wed. 14th & Thur. 15th "THE OUTSIDER" starring Tony Curtis, James Franciscus and Bruce Bennett is a biographical drama about an American-Indian who served in World War II, and became a national hero by accident. (A)

Fri. 16th "THE MAGNIFICENT SEVEN" A Panavision and De Luxe Colour outdoor melodrama starring Yul Brynner, Eli Wallach and Rosenda Monteros. It shows how seven tough hombres save some Mexican villagers from ruthless bandits. (U)

Sat. 17th Childrens Matinee "FIGHTING BACK" An outdoor melodrama plus "GOOD LIFE" (interest)

Sat. 17th "SONG WITHOUT END" starring Dirk Bogarde, Genevieve Page and Capucine is an CinemaScope-Technicolor romantic musical melodrama based on the stormy love and professional life of Franz Liszt, the famous Hungarian pianist and composer. (U)

Week commencing

Sun. 18th. Presenting **twice nightly** a special attraction week of outstanding films of a few years ago. See opposite page for further information.

Sat. 24th Childrens Matinee "TROUBLE FOR THE LEGION" An adventure melodrama plus "JACK TRENT INVESTIGATES".

Sun. 25th "CROOKS ANONYMOUS" starring Leslie Phillips, Stanley Baxter and Julie Christie is a satirical crime comedy concerning an "old school tie" safe-cracker who joins a reformed crook's association, but nearly torpedoes it. (U)

Mon. 26th CBC. STAGE SHOW see special posters for further information.

Tues. 27th "THE POT CARRIERS" starring Ronald Fraser, Paul Massie and Carole Lesley is a prison comedy drama about a "new boy" who holds his own with old-timers. (A)

Wed. 28th & Thur. 29th "GO TO BLAZES" starring Dave King, Robert Morley and Maggie Smith is a CinemaScope-Technicolor incendiary lark that covers the wild adventures and misadventures of three light-fingered musketeers who pose as firemen in order to pull off a big robbery. (U)

Fri. 30th & Sat. 1st Dec. "GERONIMO" starring Chuck Connors, Kamali Devi and Pat Conway is a Panavision-Technicolor western about an Apache leader who prevents his tribe from being pushed around by the U. S. Cavalry and ruthless traders. (A)

Sat. 1st Childrens Matinee "BLONDE SAVAGE" An adventure story plus "WONDERTALE" (fantasy)



Touring our Flugplatz



419



SQN

P Halsey is the school commandant and senior Air Force instructor; Capt B George Dornberger is Operations Officer and junior Air Force instructor. Lt Col Donald B Jones is senior Army instructor, with Maj John J Hoffman being junior Army instructor.

During the history of the school almost 6000 students have received instruction. The range in rank has been from Lt General through Staff Sergeant. Normal class attendance ranges from 30 (VIP classes), through 70 (NCO classes).

Three Canadians attended Class No. 63-13; Major CM Pyne of the Canadian Army from Hq. Northern Army Group;



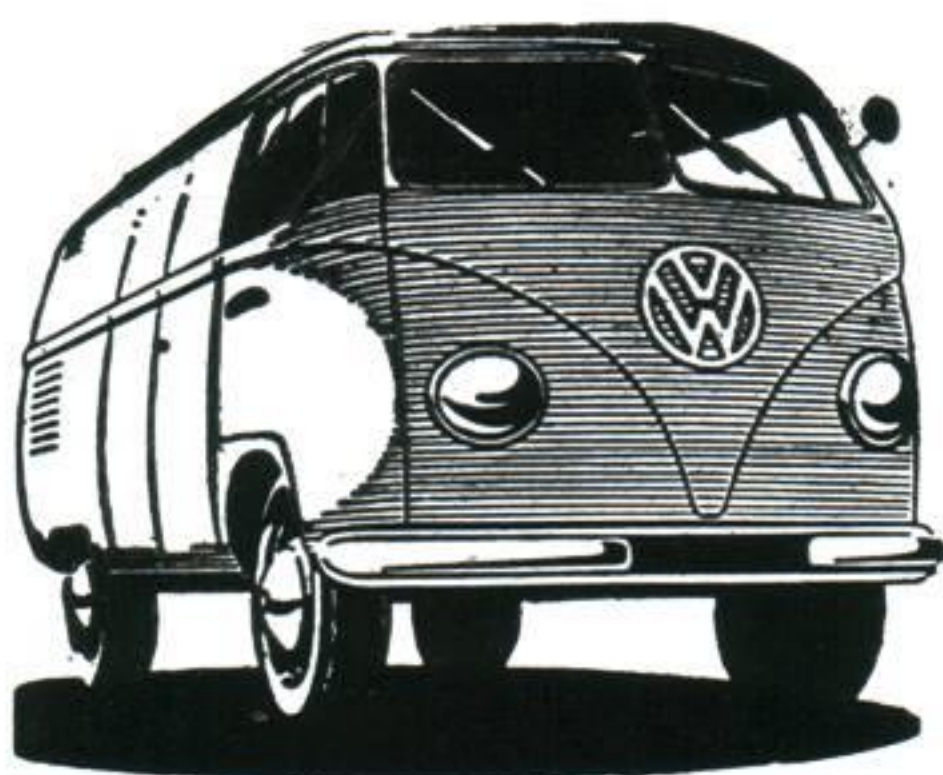
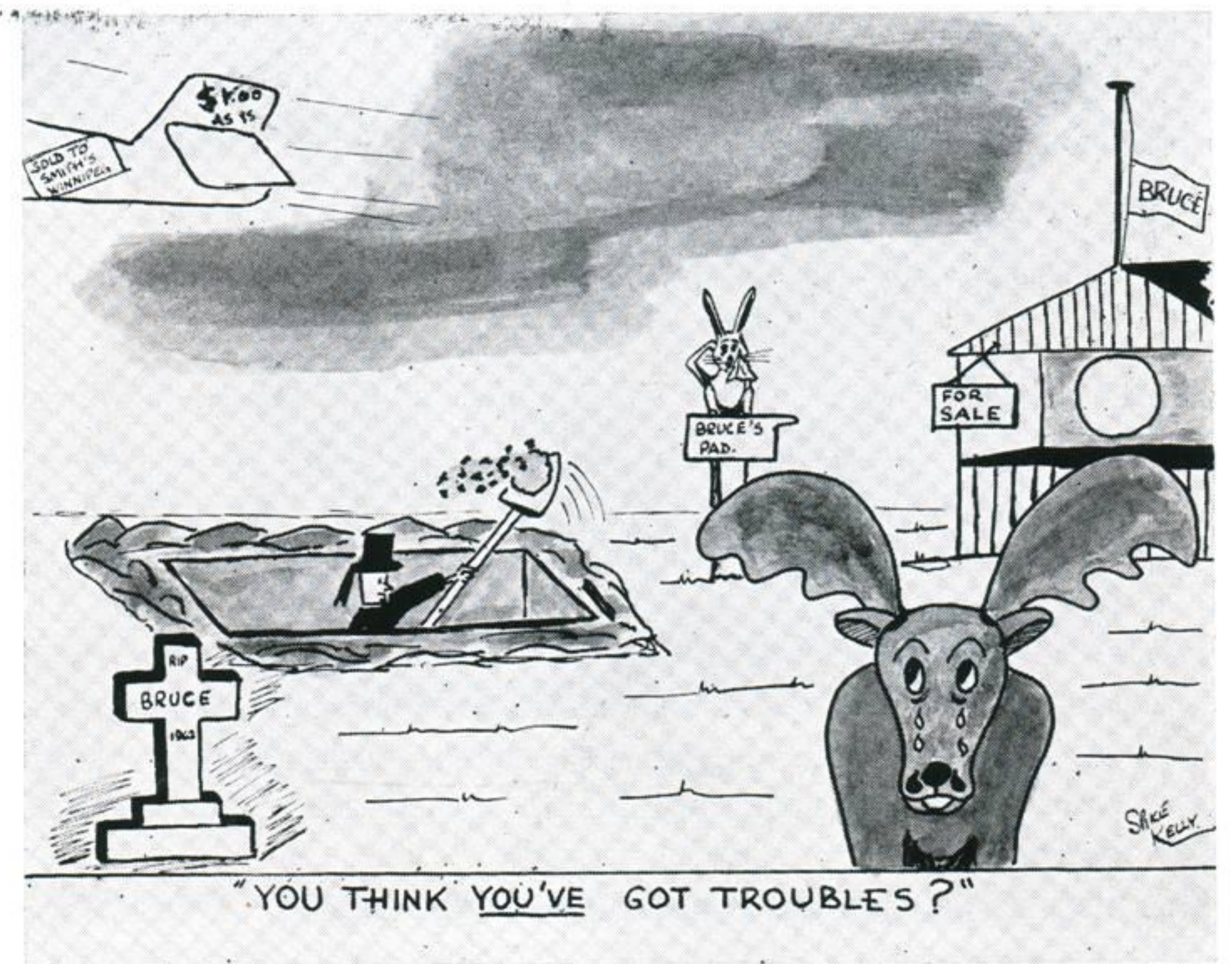
54 officers representing the armed forces of nine countries attend the Air Ground Operations School, Ramstein, Germany. F/L Bosman (Rear Row 5th from left) and F/L Smallwood (3rd Row 3rd from right) are the two Canadians from Air Div.

The USAFE Air Ground Operations School has as its mission the indoctrination of personnel of the United States and other NATO forces on the organizations, systems, procedures and techniques used for the integration of air and surface combat fire power.

It was established in 1954 by the Commander 12th Air Force, Maj Gen Robert M Lee, in cooperation with 7th Army, to promote understanding and cooperation between the two services. It is patterned after the USAF Air Ground Operations School at Keesler AFB in the US, and is similar to that established by the Far East Air Force, Phillipines.

The Curriculum encompasses 17th Air Force, 7th Army doctrines and Air/Ground systems, as well as related subject of a more general nature.

The school, conducted at Ramstein Air Base, Germany, hosts approximately 20 Officer classes yearly, plus 2 Senior NCO courses. While it is actually the USAFE-AGOS, it is under the operational of Col Timothy F O'Jeefe, Deputy Chief of Staff for Operations, 17 th Air Force. Lt Col Fryer

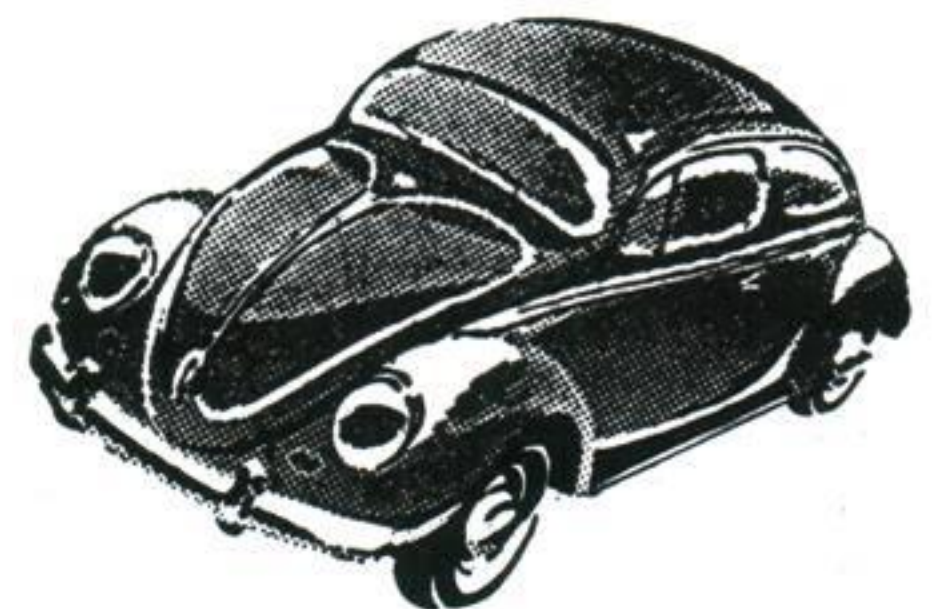


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used cars you find in Werkstraße 13 of Rastatt near the new Canada-Houses

F/L Toni Bosman of Air Div HQ; and F/L Joe Smallwood of 419 (F) Sqn. They found it an impressive, interesting course and would advise Canadian personnel to take advantage of Lieutenant Colonel Halsey's informal invitation. "We would like to see more Canadians attend AGOS, and have suggested this to the Canadian Headquarters. In the meantime, while the change of quota is being made, if any of your officers are available for our course, 'just get on the line'. We can always make room for more".

LOCAL HAPPENINGS

An irresistible wave of brown baglomania (marriageitis) is overwhelming the last stronghold of 419's bachelors.

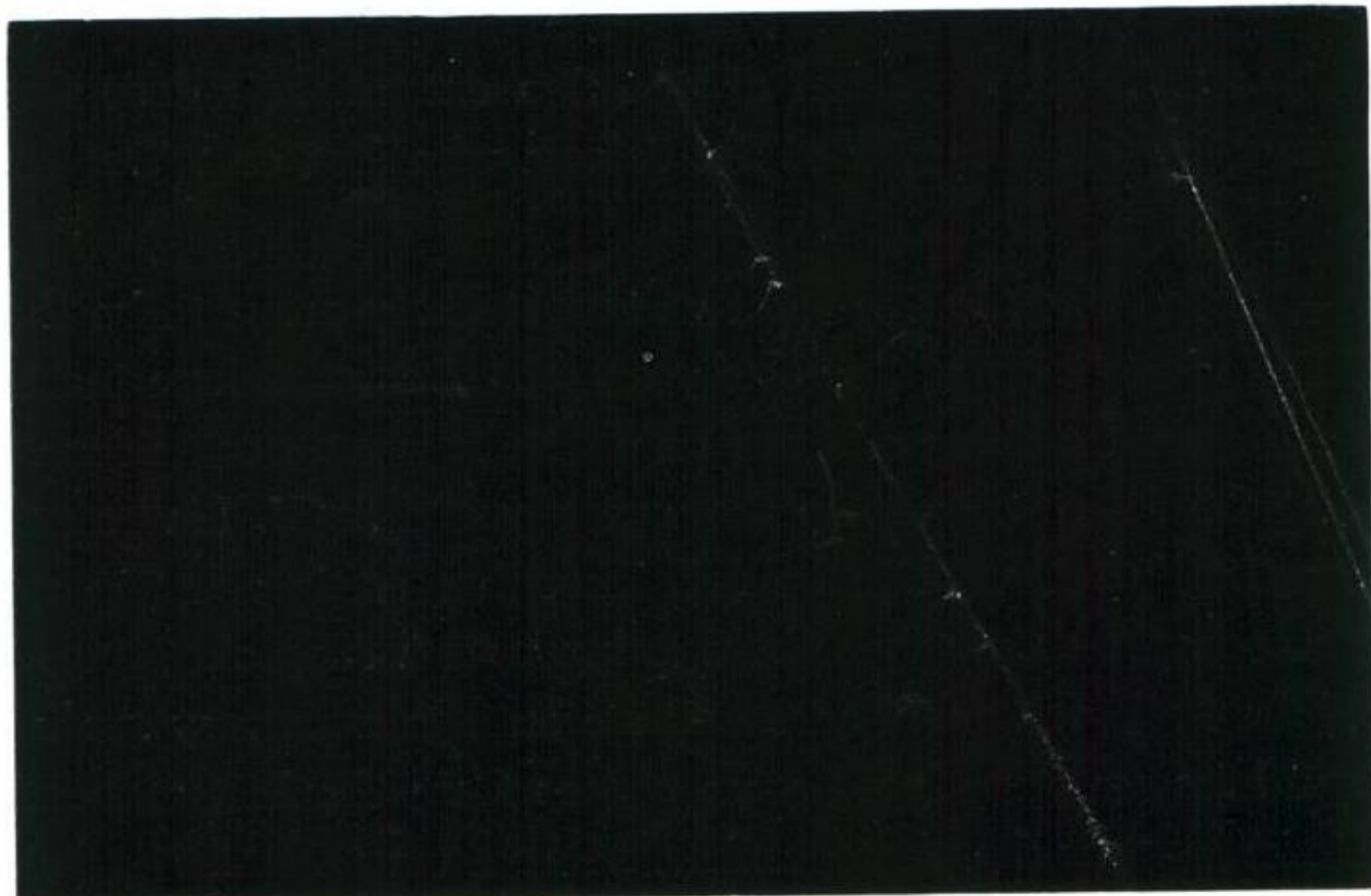
The summer tide swept away John Hogan, Garry Rayner and Bill Perry; while the fall flood struck down Bob Endicott, Cliff Beck, Reg Chandonnet and Cec Lockhart.

The barracks has been declared a disaster area and the few survivors will be airlifted in the very near future to a less demoralizing climate. Hold on Smitty and Jim! Keep fighting Dale!! Take shelter and reorganize your lines — something is terribly wrong with them.

The month of October seems to usher in a winter season of festivities. We have the Oktoberfest, Hallowe'en and soon Christmas and New Years celebrations and last but not least, Fasching.



W/C Etienne is shown congratulating F/O Jim Cratchley on his 1000th hour in the CF100.



Look closely and you may see F/O John Hogan being Congratulated on his 1000th hour in the CF100. F/O Hogan's 1000th hour was flown at night.

422



Sqn

The month of October seems to usher in a winter season of festivities. We have the Oktoberfest, Hallowe'en and soon Christmas and New Years celebrations and last but not least, Fasching.

The members of 422 Squadron took full advantage of this new season with a trip to Munich for the Oktoberfest. Squadron personnel and their wives chartered a bus to visit the ancient city during the first weekend of this world famous celebration. From all reports, everyone had a very enjoyable albeit a somewhat tiring trip.

During one of the frequent rest stops required on the way home, it is rumoured that one of the single chaps got left behind and had to walk some distance down the autobahn before someone discovered his absence and halted the bus.

The Hatchet Tribe has recently lost some of its Honorary Members to the tribe known as the Ottawans. After many councils and pow-wows it was decided that we should invite new members into the tribe.

Accordingly, after the invitations had been forwarded and all prospective members had indicated their acceptance, an initiation ceremony and dinner was planned for the evening of 26. October.

With the assistance of tribal members and with Doctor Strath, Chief Kaufman conducted the initiation ceremonies. We are pleased to welcome as Honorary Members: "Chief Clunk and Voodoo", W/C RD Schultz; "Chief Paper Basher", W/C HP Legace; "Warrior He Who Talks Much On Many Frequencies", F/L JO Dubois; "Warrior Many Arrows And Much Paper", F/O LC Jones; and "Warrior Little Fuzz All Scalp", Mr. RA Dodds.

It is rumored that one of the Single Men's Union is about to desert their ranks and become a "Brown Bagger." Congratulations to F/O Schlunegger.

Turning now to the sports scene, we find that in the intersection Flag Football League, 422 came out second best. A sudden death final between the Airmen and 422 resulted

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in a 7-0 score for the Airmen. Although we feel we played a good game, 422 were beaten by the better team and we extend our congratulations to the Station Champs.

Hockey season is now in full swing with inter-wing, inter-section, inter-mess and C leagues in operation. 422 Squadron is represented in each league and although it is early everything shapes up to a banner year for all the leagues.

Another sport note, we've heard it said that one of our sportsmen bowled a brilliant 90 the other day. At least this is a big improvement over a previous 66.

We welcome back to the fold F/O Gord Jennings, who suffered a fractured elbow during a football game. Gord was taken to 3 Wing for surgery but is now back with us.

F/L NG McDonald has received word that he has been selected to attend Staff School sometime in the New Year. Egad, Norm, why don't you spend your overseas tour in Europe?

The Squadron members recently said au revoir to Sgt Starks, Cpl Tait and Cpl Slauenwhite who have returned to the land of the Maple Leaf and honey.

We welcome two new arrivals to our squadron this month, Sgt WA Irwin from Wing Armament and Cpl J Hulford from 444.

The stork brought two other new arrivals to 422 this month, a girl to LAC and Mrs Miles and a boy to LAC and Mrs Bumphrey. Congratulations to the proud parents.

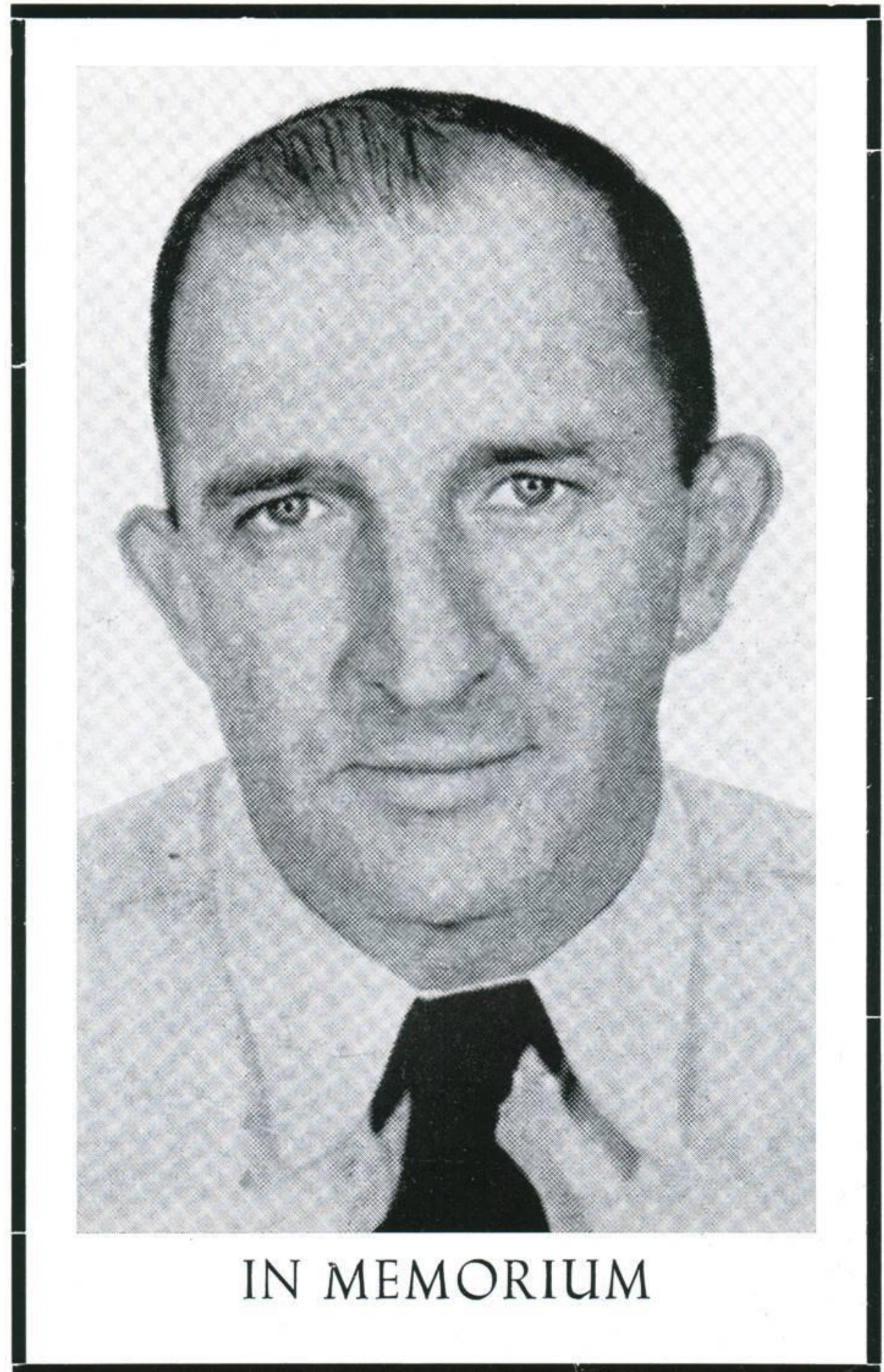
One small footnote, FS Ramey reports that his cat gave birth to kittens this month. Anyone want a puddy tat?

And that about covers all squadron events for October-don't forget to mail those Xmas parcels early.

444



SQN



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Canadian Club



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The OC and personnel of 444 Sqn extend their deep felt sympathy to the family of Sgt Balcom who died on 7 Oct 62.

October started with what will most likely prove to be the SMU's last barbeque for this year. (SMU as used here includes all on the Wing and not only 444. It is only coincidental that the following photos show mostly 444 SMU. It was not specifically intended to be so). Though on this occasion no photographs were taken there is however a snap shot record of the first such social event. These outings were very similar and here are reproduced some photos from the first cookout. Unfortunately the photographer, being a very talented individual and in great demand, could only stay long enough to record the beginning. For the ending the written word, that it was a success, will have to suffice.



The Food



The Chefs



The Appitites

As may be judged from the last photo these affairs can be quite amusing especially for Brown Baggers.

Last summer after many hours of pains taking labour F/O "Doug" Moffatt was finally able to fly, for the first time, his radio controlled model airplane. His elation unfortunately was quickly turned to anguish as he watched his dream of many month at first circle slowly then straighten out and proceed on a straight course headed roughly in the direction of Schiftung. This was the last he was to see of his labours of love until this fall. About the middle of October Doug heard that LAC Kehoe, a member of 422 Sqn, had information which might lead to its recovery. He got in touch with LAC Kehoe who further directed him to Herr Watt of Hügelsheim.

Herr Watt had found the model shortly after it had landed in a tree. He collected all the pieces, took them home and tried to discover who owned it but with no success. The model remained at Herr Watt's who took good care of it until Doug could claim it.

To LAC Kehoe and Herr Watt, F/O Doug Moffatt would like to extend his sincere thanks.

Unfortunately there is no photograph of the model available for publication at this time, however following are two snapshots which may give you some idea of this model.



LtoR. F/O's Moffatt and Haip test running the model to check the radio controlled fuel control solenoid.

October 19th saw 4 (F) Wing as the place for Air Division's celebration of its tenth anniversary with NATO in Europe. The success of the parade and fly past is due in no small measure to the efforts of W/C Markham, the parade Commander, and S/L Hollowell of 422 Sqn, the fly past leader. To both these gentlemen Cecilists extend their heartiest congratulations.

On this day celebrating did not cease with the parade but carried on into the wee hours of Saturday morning. Further evidence attesting the success of the celebration was manifested in the SMU later Saturday morning. Cecilists with other members of the SMU upon arising started the day off with a "Get Well" party which terminated with a grand parade through the Officers' Mess much to the horror of many. Of course there are photographs of the proceedings but it is not likely that they would pass censorship and are therefore omitted.

Cecilists assembled at the Brau Stube in Rastatt on Tuesday, October 23rd to bid farewell to the Galloways who had been posted to Metz. The party turned out to be quite a success what with the good food and spirits, a revival of the Cecilist players and ending at F/L Violette's house with a twist session. As the final farewells were uttered everyone wished and wishes the Galloways all the best in the future.

With the new scheme of things sports for the Cecilists have supplied much of the activity. Golf for some has been all the

Ladies and Gentlemen!

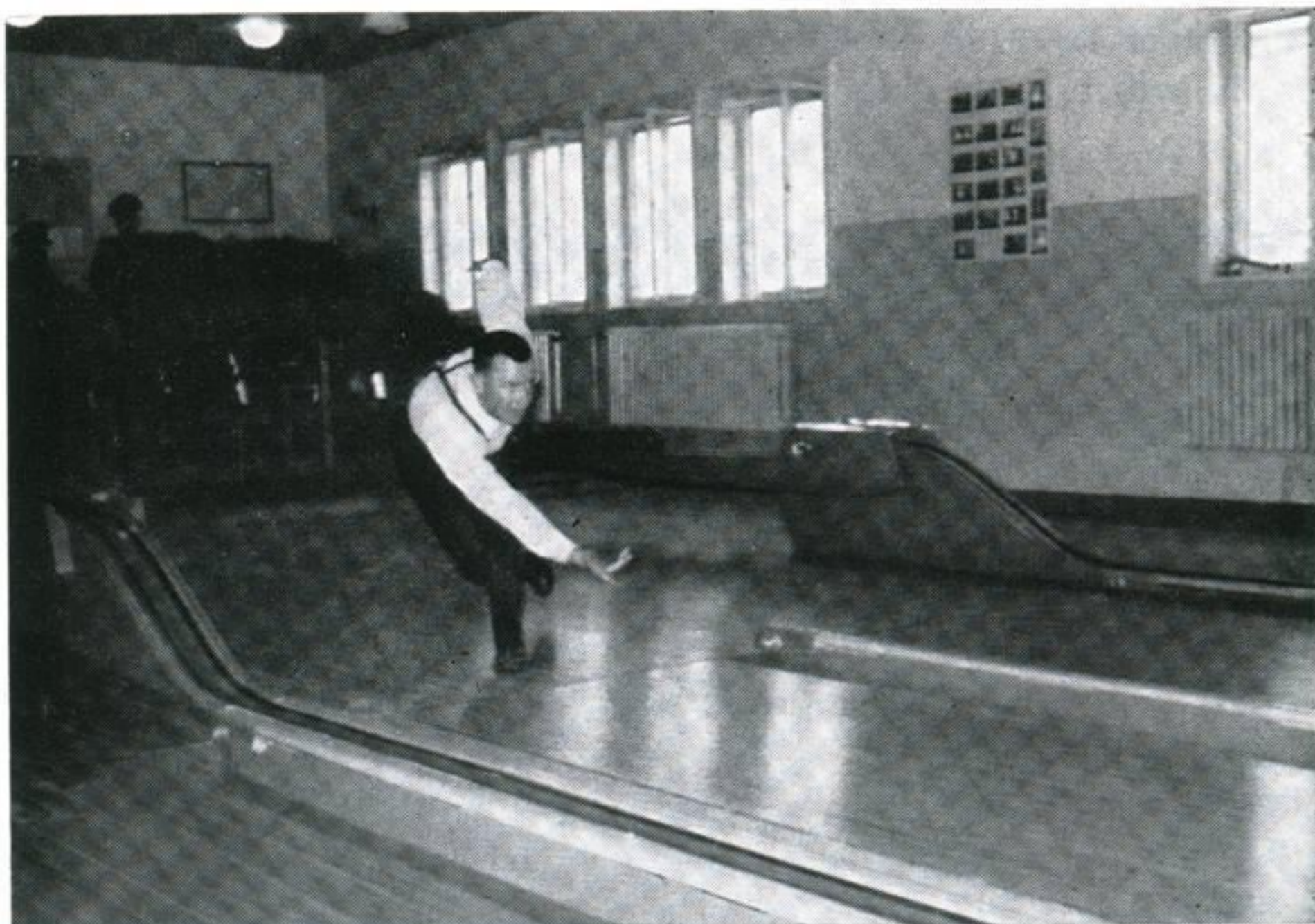
Do you know your Beauty Parlour and Barber Shop on the base, located close to the Station Hospital?

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Saturday from 0900 to 1700 hrs

rage and on sports days it is not uncommon to find Cecilists on many of the nearby links. Some have improved their game quite admirably and scores in the seventies and eighties are not uncommon.

As the year wanes it brings with it a turn to hockey as one of the major sports. At the time of writing in intersection hockey Cecil has a fifty percent average; one win against



F/O Corbett the Bowler.

419 Sqn and one loss to Wing Maintenance. One of the greatest comebacks in Cecil's hockey career has been that of F/O "Benj" Novakowski. It is eight years since Benj last played hockey and in his first game he scored from what



At the Skeet Range.

LtoR: F/O's Johnson, Strang, Armstrong, Haip and S/L Dennis.

everyone claims to have been an impossible angle. Len are you sure you haven't been practicing in secret?

Every Monday evening one can find Cecilists at the bowling alleys. Above is an indication of some of the style one may find there. With practice this year's team, headed by F/L Willis, should give a good account of itself. If not think of the ball they'll have at their "Toot" party (Toot is a term used to denote no score in a frame, commonly known as a "blow").

Dear readers I am loathe to say but I must! On Friday, October 26th, in the evening, the Braves were having a pow-wow when lo, some ambushing varmint counted coup on them. I may be in error and if I should be, correct me — gently please — but this is about the sixth time that such a calamity has befallen them. What was it?? Why someone stole their Hatchet!!

Till the Christmas issue then

Auf Wiedersehen.

Wing Maintenance

Once again it is time to ramble about and listen to the comments of the "Men at Work" in and around the Tire Bay and "T" Birds.

Bob Reed, a Tire Bay boy is a man of several hobbies, like skin diving, curling and parking his Rambler in front of the Tire Bay.

"Tiny" Ottenbrite has scored once again by acquiring a green Pontiac and a new baby boy, and by all reports — both the same size.

Cpl Pete Wintik, new in the Tire Bay, was introduced to a new broom which he promptly responded with — "Don't hand me that, I might get blisters."

Our last member of the "Bay" is LAC Cunningham who is away right now, but he too has had his first addition to the family — a girl.

Getting out on the floor the first person we bump into is Cpl Don Ross. To break the ice, I asked about his station wagon. "Mocks nix, I'll make it pass that Service station yet."

In filling out his application for leave LAC Mike Bridger was asked — "how many days hath October?" Let me see, 30 days hath September, all the rest I don't remember."

I see that LAC Gillies' wife is letting him drive the car again. "But the way, have you returned Harry's Skates?"

Last, but by no means least on the airframe Crew is LAC Maurice Lafleche. We bid farewell to you, and I am sure you are on your way home this time.

In the Engine Compartment I see Cpl Murray Brown. He wears a huge red mustache (Joe Stalin type), and plays golf (plays at it, that is) but he says it is hard on balls.

Herr Kleinholz (LAC Smallwood to you) asks — "How do we get six dollars back pay from station fund?"

We see that 34 inch Paquette made the Wing Maintenance hockey team. Maybe with all that exercise it will bring you back to your real 34 inch — Larry.

LAC Sam Mackey was asked by the barber how he wanted it cut. "Cut it short and nothing off the top."

Now that I have completed my tour, I leave for Canada in a couple of weeks, my thoughts will always come back to these happy occasions. I bid you all farewell and wish you luck in the new programme ahead of you, and thank you for your very wonderful cooperation through out my tour at 4 Wing. Auf Wiedersehen!

The Safety Equipment Section this month was overcome with joy at the arrival of four stalwarts from Cold Lake. The new arrivals being Cpl JE Levesque, LACs Beaudoin, Graham and Lawrence. However, our joy was short lived as the boys decided that the environment at 3 Wing was more to their liking and left to spend a few weeks up there.

Next to equipment, cars, both new and old, are a prime subject in the section. FS Raruse states that he'll have the new Pontiac by the 15th of November, and from Fred Tavernor we hear that his new volkswagen is shipping more water than the "Gray Special", but don't worry Fred that's only during the rainy season. From Ken Lindstein we hear that Fords????? — are hard to sell.

In closing we would like to clear up a point — The Wing Maintenance hockey team is not practicing in No. 1 hangar seat shop — they only use it for a front office.

Smoke Eaters Corner

IS YOUR HOME A FIRE TRAP?

As I write this a Canadian Newspaper lying on the desk carries this headline "4 CHILDREN, MOTHER AND FATHER DIE IN FIRE: OVERSIZED FUSES BLAMED"; last week it was "ELDERLY LADY DIES IN APARTMENT FIRE" the cause; she fell asleep on the chesterfield while smoking. She did not burn to death — she suffocated and died of smoke poisoning. You say it could not happen here. Possibly not in the first instance, but how many times have you sat on the chesterfield relaxing with cigarette, fallen asleep and awoken to find the cigarette burning your fingers? If it happened once this is too often. With the winter months here once again and with next month being a month of fun and frolic, lets not mar the season by fire. Remember that a careless moment can turn our everyday life into tragedy, so read the fire bulletins and obey instructions. We are not trying to spoil your general fun, we are only pointing out the dangers that exist. Get rid of the fire hazards in your home and place of work. If you are in doubt as to what a fire hazard is or whether your home is fire safe, call your fire department at local 203 and we will be more than happy to help. Let's make this winter season a fire free season at 4 Wing and remember this year's Fire Prevention Slogan "THINK OF FIRE WHEREVER YOU ARE".

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PLAYER'S

Wing Workshops

Sgt Plumridge

LAC Filby has been employed on our work control desk in the shop for the past three months. He was chosen for this job because of his pleasing personality, his keen sense of judgement, and his sound body and mind. After three months of listening to all the requests for work, (and we have processed 2859 work orders so far this fiscal year), LAC Filby is returning to Canada on medical release, a broken and bewildered man.

I am submitting a few of the conversations that took place just recently between our once sane work controller and an airman who entered the shop to have some work done.

- Filby — Can I help you?
Airman — Can I get a piece of metal?
Filby — What kind of metal would you like?
Airman — You know, just a piece of metal — (indicating size by use of hands).
Filby — Well, would you like brass, copper, aluminium, iron, mild steel etc etc.
Airman — Oh I don't care, just any old piece of metal.
Filby — Does it have to be sheet stock, plate, shim stock, round stock, bar stock etc etc.
Airman — I really don't care as long as its hard and about so big — (still indicating size by use of hands).

At this point of the conversation I saw a red glow rising up the side of Filbys' face, it looked as though he was about to blow his top. I quickly intervened and sent him out for a coffee. To this day I do not know what the airman wanted, and our shop got another black mark against it, because the airman went away mad.

The same day —

- Filby — Can we help you today?
Airman — Could I get two large washers with a $\frac{3}{4}$ inch hole Thank you.
Filby — Next man please.
Same Airman — Just a minute, now I need two long $\frac{3}{4}$ inch bolts Thank you.
Filby — Whose next?
Same Airman Again — Pardon me, but could I get these bolts welded on a frame about 8 feet by 3 feet?
Filby — Would you mind taking your frame to the back of the shop and see the welder. He may be able to help you.
Airman — Oh, I haven't got a frame, I thought you people made them here, I'm just building a small trailer.
Filby — Sorry, could I have your work order, please.
Airman — Do you have to have a work order?

It was then that I saw Filby was about ready to climb the airmans frame, but he is a very tolerant man and he merely asked him to submit a drawing. The airman said he didn't have a drafting set and wondered if we could draw it for him. I can assure you that all of Filbys' hair didn't fall out naturally.

Next Day —

Filby on phone to an airman in a squadron orderly room — We have your aircraft cowling repaired, you people submitted it for repair on a number one priority and its been finished for about a week now. Our shop is getting cluttered, so would you have someone pick it up, please.

Airman — One moment please.

Filby — Thank you, we'd sure appreciate it if you could get it out of our way.

Airman — Our Sergeant doesn't know anything about it. If you'll wait a minute I'll talk to the Flight.

Airman (3 minutes later) — Sorry, I can't find the Flight, Would you phone the Sergeants' Mess.

Filby — Whose speaking please?

Airman — I am.

I believe LAC Filby when he said he dropped the phone, anyway it only took 30 minutes to have it fixed.

We are confident that LAC Filby will recover, and in a few months he will look back to the days he worked on the desk and just grin. All the personnel in Wing Workshops join me in wishing LAC Filby a long and happy life back on "Civvy Street". We are sorry that we are losing another man from the shop, LAC Nicholson, fortunately he didn't spend any time at the desk job. He is being retained in the service and is transferred to Uplands. Good luck Nick.

In a few days Cpl Royer takes over as our one man reception committee. Last week on the Commanding Officers Parade he received his long service medal, and I feel it only fair to warn you, that when you come into the shop, speak to him in low dulcet tones, and do not disagree with him in any manner. Please understand that when one has reached his age and general state of disillusion, noise and non-concurrence causes him to have gastric hyper persistalsis, hyper secretion of the hydrochloric acid, and rubar of the gastric mucoa, and He becomes a most unpleasant so and so.

See you in the shop.

CUSTOMS DECLARATION

A white customs declaration form 91 B obtainable at the Wing Post Office must be affixed on all parcels.

FOREIGN MAIL

Mail for countries **OTHER THAN** Canada, USA or any CAPO address must be prepaid with local postage of the host country, ie., Germany.

PACKING OF PARCELS

Pack all parcels securely, using corrugated cardboard boxes. Wrapping should be firm and parcels should be tied with good strong twine.

RETURN ADDRESS

All parcels must have a CAPO return address if mailed through Military channels. Also, a slip containing the complete address of the sender and the addressee should be enclosed in every parcel.

REGULATIONS

Christmas cards mailed with 2 cent postage must be **UNSEALED** and **MUST NOT** contain a written communication, otherwise they will be taxed double the deficient postage. Christmas seals and charity stamps are **NOT** to be placed on the address side of mail matter, however they may be placed anywhere else on the item.

To facilitate handling of Christmas mail, patrons are requested to separate mails into bundles prepaid at 2 cent and 5 cent.

GREAT BRITAIN

Mail closing dates to Great Britain are available at the Wing Post Office.

Telecom Tidbits

by Hal

Indian Summer is here and passing by. Probably by the time you have read this it will be winter and the mellowness of Indian Summer will have passed. The only good thing I can think of about winter is the snow most of us enjoy so much.

It is a bad time for driving but if you take it slow you will be safe. I've just been rambling trying to collect my thoughts and sort out the news for this issue, so now I'll get down to brass tacks and try to fill you in on the happenings of the last month or so.

We will be saying aufwiedersehen to FS "Del" Delcellier and his family this month. They are moving to Ramstein, Germany. Fortunate? I guess they are. I know many a person who would give their eye teeth for a transfer such as they have.

Another of our Boys is posted to 2 (F) Wing. To Joe and Eva McKinnon and their girls we say so long and please don't forget your friends here in 4 Wing. Come and visit us from time to time. I'm sure you've enjoyed our company as much as we have enjoyed yours.

Cpl. Ted May is now on strength of 3 Wing and LAC McNabb (Bill) is his exchange. It seems we were one Corporal too many here at 4 Wing so a switch was made with our sister Wing. Welcome to 4 Wing Bill. Bill is single but I don't imagine that will be true for long. It seems that the atmosphere here at Baden is inducive to marriage.

It won't be long now till Roy and June are walking down the aisle. Judy and Art will be tying the knot on the 8 Dec. Good luck in all your undertaking kids. May the best be yours always.

The party committee is already making plans for the Xmas party. The date has been set and also the place. The date is the 14th of Dec and the place is in the Mixed Lounge here on the station.

Don't forget to bring some little gift — preferably something funny or unusual. Please not over a dollar in value. The crazier it is the better. Anybody with ideas for skits etc that might make the party more of a success than what we expect it to be right now please don't be shy but step forward and help to make this the best party that Telecom has ever had. If everybody cooperates we can have a bang up time and have a memento of Germany (even if it is the biggest hang-over you've ever had).

Well, that's it for this time folks but next month we'll really have a good article for you. We hope it will be big and we also hope to have a few pictures for you to be able to save as a memento of 4 (F) Wing. So long for this,

Your scribe,
Hal

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Our Representative, Mr. Wolfgang Krayl, will be at the Main Gate on Wednesday afternoons.

Sports and RECREATION

SPOTLIGHT ON RECREATION

A question which is brought forth frequently, by authorities and people from all walks of life is: "Why do we need a recreation program?"

In answering this question I will touch on the how, why, when and where of a program of recreation.

Recreation is here to stay. Modern life is being revolutionized by its rapid extension. People have always had some leisure, but in recent years it has come with such suddenness that few are aware of its far reaching significance. Never before has there been a period in the history of the world during which leisure time has been so widespread as at the present time. There are certain conditions which have brought about man's leisure hours. Some of these are:

1. Man's work week has been decreased over the years.
2. There is more seasonal unemployment to-day than at any other time.
3. The majority receive at least two week's holidays.
4. People are pensioned at an earlier age.
5. Children haven't the work responsibilities around the home.
6. Modern appliances have taken over the work load in the home.

Communities may find their greatest asset in the constructively used leisure of its citizens, but too much free time without adequate preparation for its use also may be of the greatest menaces to civilization. The increase of leisure has been heralded as a great blessing to mankind. Its misuses have created grave problems.

The civilizations of the world have been made and unmade by the way in which people have used their free time. The direction of a civilization is conditioned by what people do when they work as well as by what they do when they do not work. People must work to make a living, and many advances have been made in science and technology as the outgrowth of labor. Someone said "Necessity is the mother of many inventions and discoveries." While work is necessary for subsistence, and no country has ever been able to exist without it, the culture of a group is built up mainly during spare time. Thus, the direction of a civilization is shaped largely by the extent and uses of its free time, rather than by what people do when they work. The tone of any society is conditioned by the quantity and quality of leisure, whether it be restricted to a few or indulged in by many. If people engage in creative and constructive activities during their leisure time, civilization is advanced, if they indulge in useless and destructive activities, the social order deteriorates and progress is retarded.

Municipalities are to an increasing degree furnishing recreation for their citizens by providing space and facilities,

organization and leadership and a program of activities. Recreation is too vital a matter to be left exclusively to private initiative and commercial enterprise and recreational activities are too complex and varied to be provided by any one institution. The increase of leisure and the need for recreation, as well as the complexity of modern life, requires broad and effective programs to meet the varied needs and desires of the people.

Municipal recreation is the most highly developed form of leisure activity in Canada other than commercial amusements, and its development has been accomplished within a brief span. The chief purpose of municipal recreation is to provide adequate facilities for wholesome recreational activities for all inhabitants through governmental support and control. The people are permitted to participate in any of the activities in which they are interested and the objective is to maintain high standards of recreation.

The chief advantage of a Recreation Program are:

1. The people have a more direct control over the facilities and the type of recreation provided than is true of private or commercial agencies.
2. A larger opportunity is offered for more active participation in the activities themselves, and people who do not have sufficient money to belong to private recreation organizations or pay for commercial amusements have the same privileges as those who can afford to pay for their own pleasures.
3. The program of activities can be more adequately supervised by trained leaders, who are interested in the welfare of the community and in maintaining high standards of recreation.

It is true that recreation cannot be conducted without finances and this can be a problem, however we of 4 F Wing are indeed very fortunate to have at our disposal a recreation program which is "second to none". Allow me to mention some of the facilities which have been constructed, by public and Wing fund monies, for our leisure.

Six ball diamonds, an arena, 4 tennis courts, a track, a soccer pitch, a football field, golf driving range, a swimming pool, a gym, 4 bowling lanes, a library, an auto club, hobby shop, camera club, skeet range, social lounge and independent messes.

During these monthly editions of the "FLIEGER" we will be turning the spotlight on what is happening at these different facilities.

Next month watch for reports on:

1. Flag Football
2. Inter Mess Volleyball
3. Camera Club
4. Inter Section, Inter Mess and "C" league hockey

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HOCKEY SCHOOL

When the News was first bruited about that the Detroit Red Wings were going to stage a hockey school for youngsters it conjured up a delightful vision. This then would be perhaps comparable to the tots' university conducted by Fagin, the Dickens character who taught the children to be pick-pockets.

Here now would be Gordie Howe or Alex Delvecchio demonstrating the technique of the casual elbow in the face, the stick handle in the ribs — a lesson perhaps in how to get the proper resonance of tone when rattling a player off the boards.

Like most preconceptions it didn't work out that way. There was no instruction in the refinements of mayhem. Howe and Delvecchio, Terry Sawchuck and Eddie Bush, who runs the show for the Wings at Hamilton, Ont., turned out to be more interested in teaching passing, shooting and the like. However, with the weather as it was the Olympia turned out to be as pleasant a place as you could find to while away a few hours with the ice and all and then there was this youngster from Baden-Baden, Germany.



David Hudson chats with N. H. L. Star Gordie Howe during his two week stay at the Detroit Red Wing Hockey School.

His name is David Hudson, and, with not particular intent to startle, Dave is Canadian and not German and his father is a supply sergeant in the Royal Canadian Air Force, but it's still a long way to go to school. And that's what Dave did and for no other reason. He took his first airplane ride from Frankfurt to London and his second some 7½ hours worth, from London here. The school lasted two weeks and then he went back to Baden-Baden.

„When I get back the ice will be in the arena and I can go right back to hockey,” Dave was saying after the second session at school.

Dave is 12 and lofts to five feet and weighs 87 pounds and by way of comparison his idol Gordon Howe is 34 and a foot taller and it was with a wry smile of chagrin that he stepped off the scale before almost nobody could see that it was at 208, which is a half dozen more than he played at when's he's right.

„People ask me if I worry about my weight,” Howe said with a shrug. “I tell 'em, 'No. I can put on weight any time I want to'.”

Dave sat on the dressing room table in close proximity to the professionals, easily the happiest youngster that ever had to go to school, and discussed his own career, which is something interesting to have hold of when you're 12.

“I got my first skates when I was five,” he said. “I wanted to be a hockey player then and that's all I've wanted to be. Gordie is my favority with maybe Bobby Hull second. I first saw the Red Wings at Winnipeg in 1959 just before we went to Germany. When Dad and I found about the Red Wing school, I couldn't wait to come and I don't know what the fare cost, but I'm awful glad he let me”.

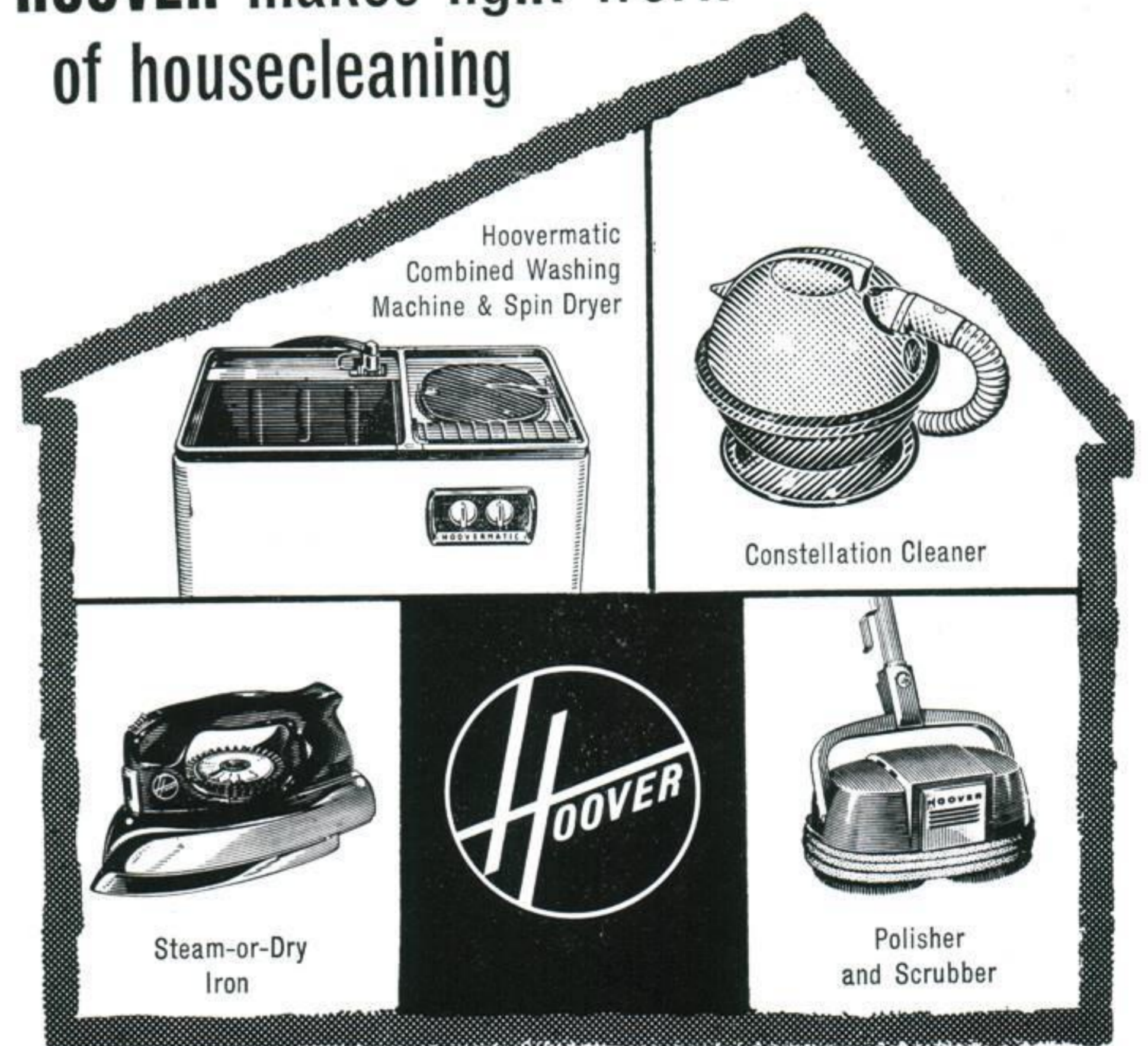
Dave started hockey at Aylmer, Ont., in 1955 under the tutelage of a former Red Wing property, Cliff Simpson. In 1956 he played on the Pee Wee hockey team at Portage La Prairie, Man., and in 1959 he was in Germany where he's performed in the arenas at Soellingen, Zweibruecken, Mannheim in Germany and at Grostenquin and Marville in France.

This year Dave was captain of the Pee Wee team that won the European Air Division Pee Wee hockey championship in four straight games, which also gave them the Silver Sticks Championship, a competition initiated in Europe just the past season. During the four games Dave scored 22 goals and was credited with eight assists. The team scored just 41 times during the four sessions, which made Dave some sort of standout at the business.

“He skates real well,” remarked Sawchuck. “I was watching him this morning. Handles the stick pretty good.”

“We had 56 kids report this morning,” Coach-General Manager Sid Abel was saying. “The tiution for the school is \$ 60.00 which takes care of the ice help and some minor money for the players' time. We had to send one boy back today, refunded his money and such, because he couldn't skate well enough to benefit by the instruction. The rest were all right.”

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MEET THE RAIDERS



Chuck Thornhill

With another month gone by all of us can see the remarkable improvement in the Raiders. Can this improvement be due to anyone individual? No. Then why the improvement? One can sum up by saying it is the team work, the drive and eagerness to win that is the big factor.

Before I get carried away, it sure is good to see George McCabe back on the line.

Turning to the Air Division Loop, one can see another season of excellent hockey. The 1 Wing Arrows have a fast clicking club with excellent goal tending. The Eagles of 2 Wing seem to be a little slower than the rest of the clubs. But we should remember that it isn't always the fast starter that finishes first. At the time of writing I have not seen the 3 Wing Flyers in action. Judging on their past years' record and a close game with the Arrows recently, lets face it, they don't boob often.

Lets get back to our 4 Wing Raiders. What's their chances of keeping the Air Division Trophy? Before we answer this, lets take a look at a few of the players. New blood on the team in the persons of Boran, a strong defenceman; Craik, a capable, fast forward with lots of reserve. These gents are a couple of the new players for the Raiders. As we carry on with Meet The Raiders in the following month you will read more of these players. Not forgetting Nesbitt, Stagg and Armstrong. Turning to last years players that are with us again. Gadde, Lockridge, Audet, Dodds, Joyce, Wren, Fortin and Quinlan — these fellows we know. Mutt Aker is new to the Raider Club, but not new to hockey at 4 Wing. Mutt played for the 3 Wing Flyers in the last 3 seasons.

Returning to the question. How are the Raiders' chance of keeping the Air Division Trophy? Let's say this: With the ability of the players, the fine coaching of Bob Muise and the eagerness to win the Raiders, with our support, will let the opposition know that we all plan on keeping the Trophy here.

Before closing off for this month, all of us express our thanks to LAC Gil Stanley for doing such a good job as Equipment Manager for the Raiders in the last three seasons. Gil will be leaving soon for the land of round door knobs.

The following are games withing Air Division and European Teams at home:

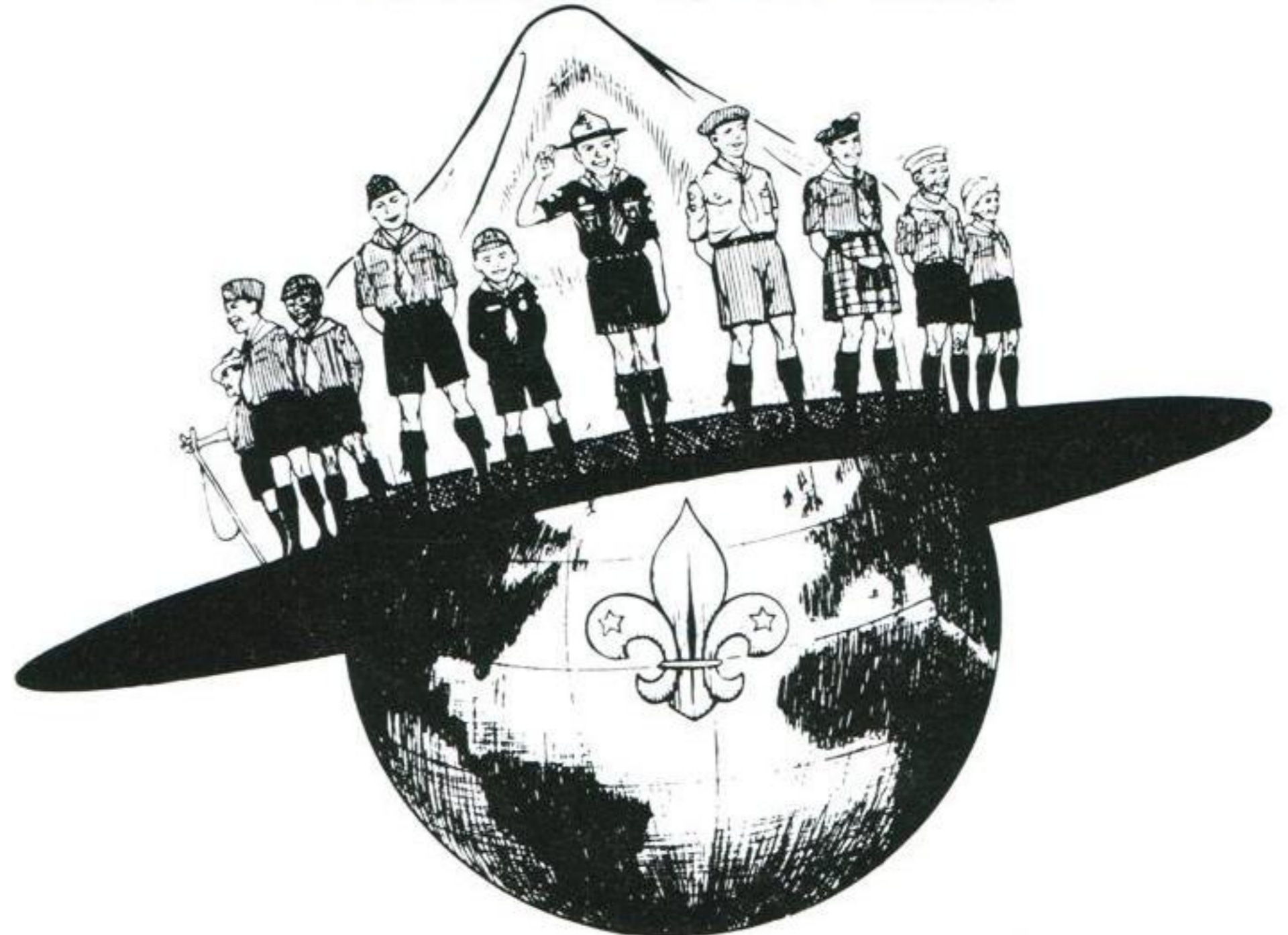
- 14 Nov 2 Wing
- 21 Nov 1 Wing
- 24 Nov Sweden Bostons
- 12 Dec 3 Wing



Speed Kills

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Salutes SCOUTING 'ROUND THE WORLD

NEWS FROM TROOP 2 — BLACK FOREST (EUROPE) DISTRICT

There have been considerable changes in Troop 2 to start off the new year. Scoutmaster Bill "Spike" Kelly has come back to the working class from Assistant District Commissioner and once more has taken up the task of handling a troop. His assistants to start were ASM's Jim Smith, Sid Jolley and Gerry Saunders. Then very soon Earl Clarke joined us and also along came Joe Halasz from Stn Portage la Prairie. Joe has many years of cubbing experience and has finally decided to graduate himself to the ranks of troop scouters. Welcome to 4 Wing Joe.

The troop is still a small one with only one large patrol, the Lions, but very soon our members will increase with the addition of about ten cubs who are due to come up. Another welcome addition is Butch Halasz who joined the Lions. The new scouts and former cubs will form new patrols and undergo group instruction and tests passing up to the Tenderfoot stage.

The Lions have been very fortunate lately in being presented with a patrol den. This was arranged through the efforts of District Commissioner Markham and the Lions' thanks go out to him. A patrol den such as this one is the dream of every good patrol and their already good spirit should be helped considerably by this acquisition.

Congratulations to the scouts who have received badges in the past few weeks. Gill Ross passed the big hurdle of First Class and also got his campers badge. Don McDonald, Joe Demora and Jerry Tate earned their swimmer's badges. Ben Dennis and Mike Markham became the first scouts at 4 Wing to earn the knotter's badge.

October 6th, 7th and 8th was the occasion of a weekend camp held at the 4 Wing Scout camping area. Scouts from

BOLS

*gins
&
liqueurs*

both 4 Wing troops attended along with one troop from 3 Wing and some American Scouts and Explorers. The time was spent to good advantage by all with plenty of instructional games and ample time for test passing. Scouts' Own was held on Sunday for Protestants, and Roman Catholics were driven to the Wing chapel for service. On Sunday afternoon the Americans departed. Campfires were held on both Saturday and Sunday nights. The first one was run by Scouter Jones of the Americans. Then on Sunday a strictly Canadian campfire was held. During this it became obvious to all the scouts that different nationalities do things very differently. The Canadian Scout campfire is regarded as a most important part of camping and scouting and on this occasion the scouters went all out to show it. All were assembled and quiet when the campfire chief arrived to declare the campfire open. He was dressed in Indian mocassins and had a blanket wrapped round and took very little part in the proceedings except to open and close the campfire and have a few words with the scouts. Theoretically, the entertainment was provided for him and it was made very enjoyable by the various patrols who all performed skits and sang songs. Also, they took turns at giving rousing organized yells for their fellows. The campfire was closed with the singing of taps and all retired to their sites for cocoa to complete a worthwhile evening. All are looking forward to many more.

Remember, a good turn never hurt anybody — Good Scouting.

MAN WITH A MISSION

In almost every community in Canada you will find this man.

He is engaged in one of the most exciting tasks known, he works with boys — and in case you haven't worked with youngsters lately, they are still the most energetic, imaginative, enthusiastic animals ever to grace the earth.



3 Wing, 4 Wing and American Scouts enjoy a Camp out at 4 (F) Wing Scout Camping Area.

He is a man who gives freely of his leisure time to open many doors for many boys through his knowledge or resources.

He arms his charges with ideals, tents, cooking kits and fervor and guides them into adventures to help prepare them for life ahead.

He leads boys by arousing their enthusiasm 'till they run ahead of him to do the job.

He comforts them in perilous times with his presence and stability.

He develops in boys the qualities of initiative, selfreliance and resourcefulness by providing opportunities for camping experiences.

If he quits, moves away, or dies, his is one of the most difficult jobs to fill.

Yet, if he does his job well, his only pay will be the deep personal satisfaction of knowing that he has contributed towards developing responsible and mature adults.

A man with a mission and an extremely popular man in the eyes of the boys he serves — this is the Scoutmaster.

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