

4 (F) WING (RCAF)

Schwarzwald Flieger



VOLUME X • NOVEMBER 1963 • NUMBER 11



The Seamaster 300 — designed specially for professional and sports divers

The Seamaster 300 is a meticulously engineered high precision instrument for underwater use. It is guaranteed waterproof to a depth of 660 feet. It is shock-protected, antimagnetic, with the added convenience of a self-winding movement.

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Kurhaus and Schloß Bühlerhöhe

(COVER STORY)

The Kurhaus and Castle Bühlerhöhe is a de-luxe hotel with an international reputation. A mansion surrounded by a magnificent park and beautiful well-kept paths, it is situated 800 metres above sea-level amidst the Black Forest Mountains overlooking the Rhine Valley. It is located between Baden-Baden and Bühl with a superb view across to Strasbourg and the Vosges Mountains. Together with the nearby Sanatorium, it combines medically supervised cures with the comforts and conveniences of modern life.

Originally, the well-travelled, artistic widow of General von Isenbart intended to build the resort for the benefit of German Army Officers in memory of her deceased husband. To make certain that all her fantastic ideas were visualized, she chose the famous architect Professor Kreis of Düsseldorf, who began building the castle in 1912. Her plans were to present the castle to the Emperor Wilhelm II, but when, in the autumn of 1914 the unique building was finally completed at a cost very much greater than originally anticipated, the outbreak of the first World War prevented this. In 1920 an incorporated company took over the management of the castle and opened it up as a resort hotel.

From afar the connoisseur is attracted by the fine ornate structure, built in the Baroque style. The drive to the castle through the park is a romantic avenue, bordered on either side by Ilex-holly and lanterns. On entering the imposing portal inscribed "Vielen zur Genesung — Einem zum Gedächtnis" (In Memory of One — For the Recuperation of Many), the visitor is over-awed by the romantic spirit which enhances the original grounds.

Travelling about 15 miles up the Schwarzwald-Hochstrasse (Black Forest Mountain Road) from Baden-Baden it is one of the many famous Kurhauses in the area.



BRITISH EMPIRE MEDAL TO RCAF MEMBER

Leading Aircraftman Robert G. Cole, 28, Ladysmith, B. C., received the British Empire Medal recently for his bravery in saving the lives of three children. The award was presented at an investiture parade by Air Commodore R. C. Stovel, Chief of Staff of the RCAF's No. 1 Air Division, on behalf of Air Vice Marshal D. A. R. Bradshaw, Air Officer Commanding.

Leading Aircraftman Ralph W. McLaughlin, son of Mr. and Mrs. Ronald McLaughlin, 50 Enterprise St., Moncton, N. B., who assisted in the rescue, was awarded the Queen's Commendation for Brave Conduct at the same investiture. Corporal C. H. R. Nelson, another airman involved and since transferred to RCAF Station Beaverbank, N. S., was also awarded the Queen's Commendation.

The citation which accompanied the award outlined the part played by LAC Cole at the time of a fire in the married quarters near this RCAF base in eastern France in April, 1962. The fire, which occurred in a third floor apartment in the quarters at St. Avoild, France, had gained some headway when LAC Cole and other residents arrived on the scene. Despite complete darkness, he and the other two airmen entered the smoke filled apartment and commenced a thorough search for occupants. The three children were located by LAC Cole and passed to the other airmen who evacuated them. A fourth child was sleeping in the room where the fire had started, and being unnoticed due to the intensity of the heat and smoke, perished.

LAC Cole also made attempts to extinguish the fire but was unsuccessful due to lack of proper equipment. He then assisted another airman to evacuate eight other inhabitants of the building from an upper floor.

LAC Cole is the son of Mr. Robert G. Cole, 549 Buller St., Ladysmith. He received his education in Vancouver and joined the RCAF in 1955. He is married to the former Geraldine Coombs, 22 Young St., Sudbury, Ont., and they have three children.

Air Marshal D. R. Dunlap, Chief of the Air Staff, in a letter to LAC Cole and referring to the citation, said, "I can add only that your courage, initiative, coolness and determination, in a situation of considerable personal danger, were true to the highest ideals and traditions of our Service. Your selfless action has brought distinction not only to yourself but to the RCAF as a whole".



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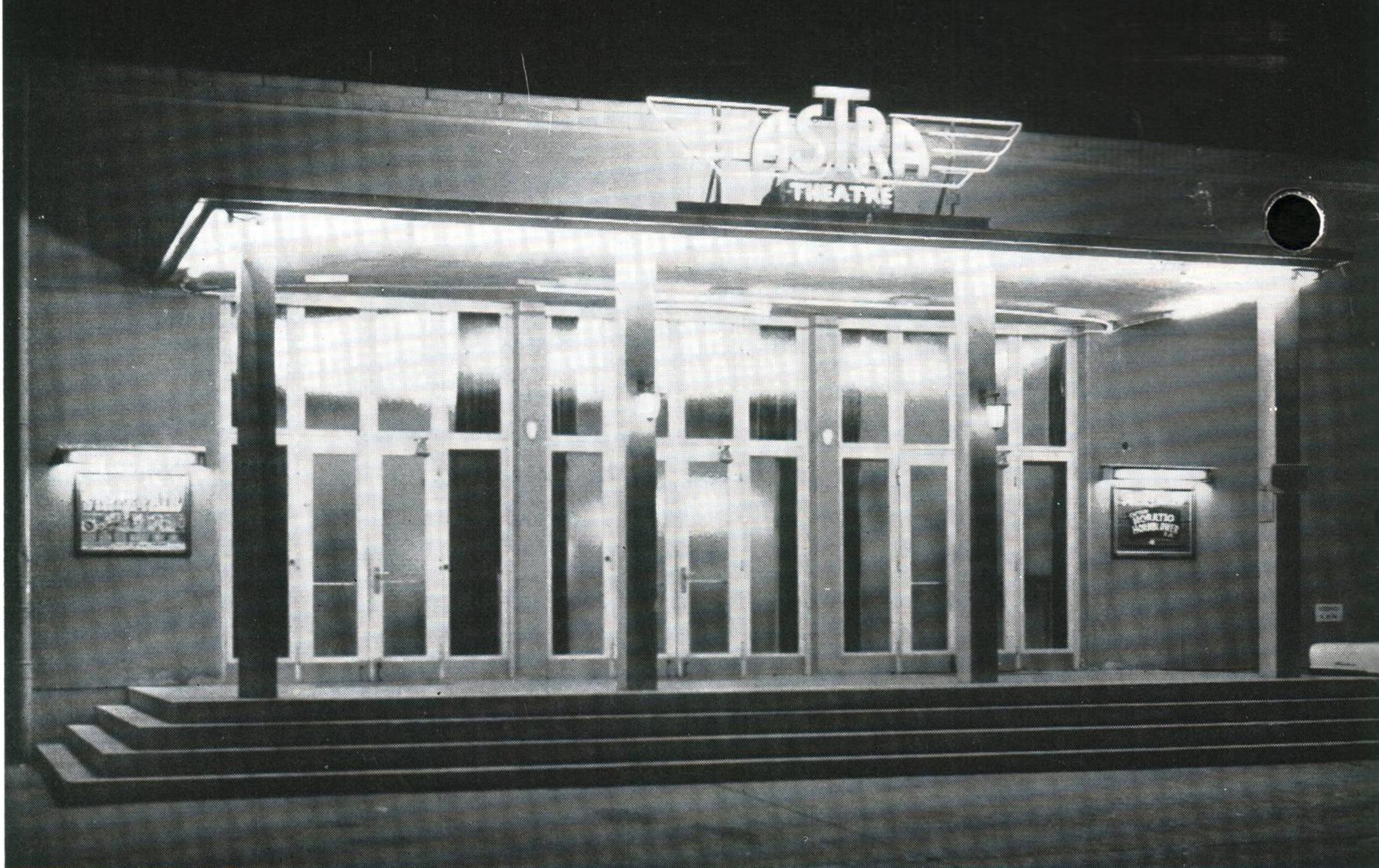
so better ask for

HENKELL

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"

SPOTLIGHT ON ASTRA



Entrance to the 476 seat Astra Theatre.

"A SERVICE TO THE SERVICE" is the motto of the Astra Cinemas; this has been apparent during the ten years that the station theatre has operated on the Wing. Entertainment for service personnel overseas is high on the list of facilities that provide recreation and relaxation so that members and dependents may enjoy leisure hours as much as possible and for a small financial outlay.

This tenth anniversary, a milestone in the development of the Wing services, was brought about in the main by two interlocking factors; the RAF Cinema Corporation, which is in a sense the controlling body through which we receive our films and the Station Theatre Management who present the programmes, providing audiences with movies preferred by most. So some idea of the operations "behind the scenes" may be in order now, to outline the organization in our film distribution circuit.

We know that the Cinema Corporation is the controlling body; it is a self-supporting, nonprofit making organization with cash suppluses used to maintain a higher standard of comfort in its cinemas, better operating and the best films available.

The corporation covers a vast area, from weather ships in mid-Atlantic to Astra cinemas in Hong Kong. A Head Office in London books the films and maintains equipment, and supplies the films to overseas areas. An area office in Cologne headed by an area representative deals with day to day administration of his department. These two "units" between them handle more than 20,000 entertainment programmes each year, employing 200 full-time employees a large percentage of whom are overseas, plus many part-time workers from the local air force establishments.

It must be mentioned here that to deliver films to Canadian wings overseas the Royal Canadian Postal Corps provide

an important service by meeting delivery deadlines to theatres thus linking the film booking agent with the Wing Theatre management.

And a word about management of our Astra Cinema headed by Mr **Ernie Burnside**; A familiar figure to theatre-goers, Ernie had his first contact with the RCAF in wartime; Glasgow-born, he joined the RAF in 1941 and graduated later as a flight-engineer and for about a year saw plenty of action in Halifax bombers with 432 RCAF squadron in Yorkshire, England. Demobilized in 1946 Ernie became an assistant stage manager with "Jack Hilton Enterprises" who were producing good quality stage shows. A short "stint" with the BBC he finally joined the RAF Cinema Corporation as a theatre manager travelling Europe for some time then, ten years ago settling here in RCAF Soellingen.



Mr. Ernie Burnside "in the office".

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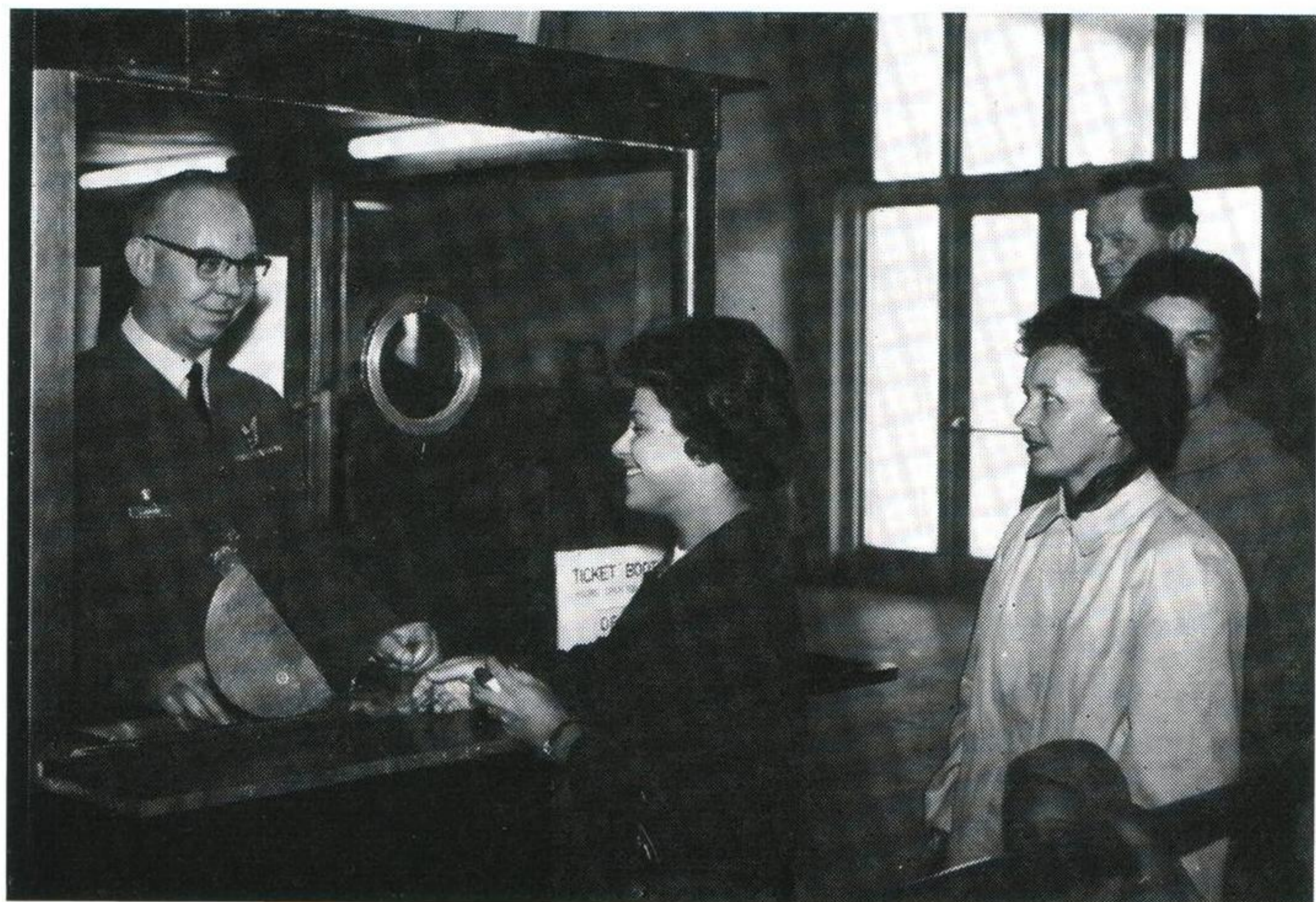
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Our Salesman, Mr. Wolfgang Krayl, will be at the Main Gate on Monday, Wednesday and Friday from 11.30 a. m. till 1.00 p. m. and from 4.30 p. m. till 5.30 p. m.

The advantages of his past experiences, both in entertainment know-how and his understanding of what Canadian audiences prefer have been of great value here. We might say that Ernie celebrated two personal milestones last month: 10 years as theatre manager and father of a beautiful baby girl.



FS Bill Lamb "on the job" to patrons.

Good film projection is necessary to produce enjoyable movie viewing and a capable group of projectionist headed by Mr. **George („Ollie“) Oliver** include Sgt **Johnny Carew**, LAC **Don Ross** and Sgt **Larry Guinard**. Another ex-RAF flight-sergeant, George was for many years with the Cinema Corporation and although he is now on the civilian staff of the Wing he is the vital link in training new operators, many of whom come untrained and return to Canada with a knowledge of cinema procedure, useful information in later life.

Other members who look after operations "on the floor" include FS **Bill Lamb** and Sgt **Bob Evans**, pay desk; LAC **"Cato" Larsen**, advertising; general assistance is given by some of our junior staff, **Larry Murray**, **Ross Jordan** and **Pete Bottoms**.

So you can see that there is an efficient organization, capably staffed and managed, to bring you entertainment



"Cato" Larsen changing programmes in the spacious foyer.

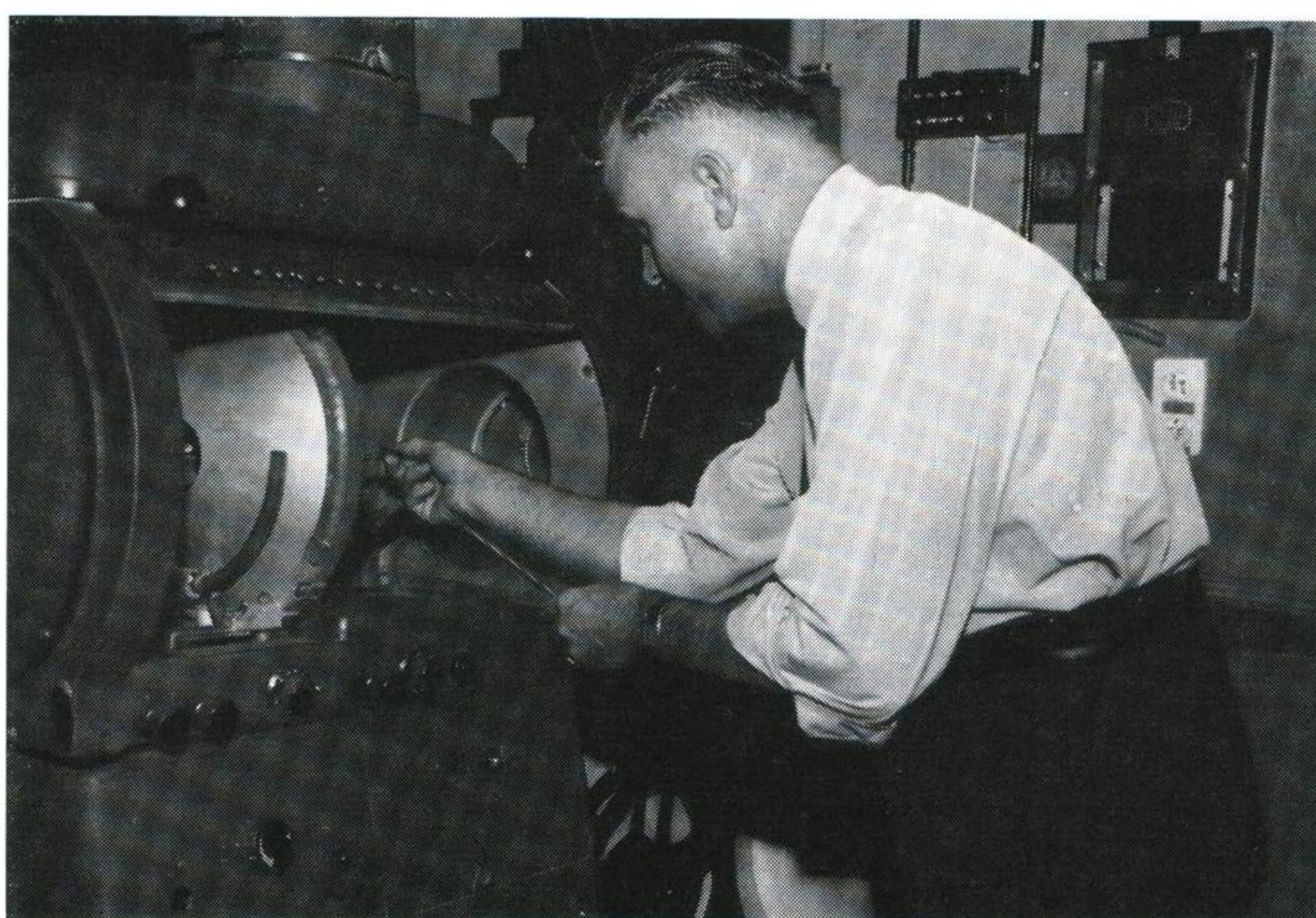


Mr Oliver making adjustments to one of the pre-amp circuits.

and provide facilities on a level that you would expect from any first-class theatre group anywhere, showing up to date movies with good quality reproduction.

It might be as well to explain here the reason for increased admission prices for what are becoming known as "quality" movies, such as "South Pacific", "El Cid", "Ben Hur", "West Side Story", "Mutiny on the Bounty" and others. Each of these pictures cost many millions of dollars to produce and since the price of any article must be related to the cost of production, the film distributors are prepared to book these films only on conditions that the exhibitor, in this case the Cinema Corporation, is prepared to increase its prices of admission (this also applies to commercial civilian cinemas). A film distributor never sells a film to an exhibitor, but only rents it, taking as payment a percentage of the monies taken at the box office. It will be seen then, that the Corporation must agree to these terms if the Serviceman overseas is to have the opportunity of seeing these "quality" films consistently with cinema-goers in Canada and the UK.

Yes, the business of running a Station Theatre is a big one; providing only the best in films, equipment and comfort, all at a very low cost to bring you regular first class entertainment.



Sgt Johnny Carew carbonizing one of the big "arc" lamps.



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A car comes to life - again!

The advertisement was brief and to the point:

FOR SALE: Unusual Mercedes Benz 220 A convertible. Model 1951. New top, tires, and paint. MAKE REASONABLE OFFER.

After two years of "on again-off again" hunting for this type car, the above ad, posted on an AFEX snack bar bulletin board at Soestenberg AB, Netherlands, spelled out the successful end to my search; with some minor exceptions; the car owner's interpretation of the word reasonable was figuratively quite a bit loftier than mine. After a bit of haggling and forking over a considerable sum, I suddenly was the proud owner of this fine old car.

Old it was, and the symptoms were not long in showing. Had something about the car temporarily blinded my reason? It certainly wasn't the new paint which began to blister and chip at an alarming rate. Nor was it the chrome, which, due to the elements and years of vigorous polishing, looked more like rapidly corroding brass.

However, the car was a joy to drive. Not a rattle anywhere, which made it all the more difficult to evade the howl of the camshaft drive chain whose hydraulic tensioner was of little value due to the extremely low oil pressure. It all pointed to one thing: complete restoration!

Shortly after I bought the car I was reassigned to 4 Wing. The advantages of this move such as closer proximity to the Mercedes factory at Stuttgart and low priced beer on station are obvious. My first visit to the Mercedes factory convinced me of the considerable expense thorough restoration would involve. Four months of steady work should give an indication of the staggering work load required for this project. Hence the importance of low priced beer.

Those residing near Barrack Block 33 B during June and July might recall the gradual dismantling of the car. The leather upholstery was removed to gain access to the nuts holding the chrome strips in place. Most of the bolts and nuts were badly rusted as well as difficult to get at. After two weeks all the trim was taken to Chromschmidt in Baden-Baden for replating. The fact that there were more than forty pieces of chrome indicates that Detroit wasn't the only place making liberal use of the stuff.

Removal of the door upholstery revealed the extreme state of decay the doors were in. Most of us are familiar with the effects of salt on metal. The Mercedes was also a victim of salt corrosion, having spent most of its twelve years along the North Sea coast, in Holland. Luckily doors were still available at the Sindelfingen body plant. A trip to this remarkable beehive of activity was an unforgettable experience. Most outstanding was the warm reception, the courteous service, and the infinite patience with questions about a long

The language barrier provided some interesting mental gymnastics by everyone concerned. Though not altogether ignorant of German, I had no technical vocabulary whatsoever, and could not have differentiated between a "Kotflügel" and a "Vergaser". (For the uninitiated: they are a fender and a carburettor, respectively.)

After installation of the doors preparations for a new paint job had to be made. The Mercedes factory had informed me that car's original color was black, and restoration to original condition and appearance was the paramount issue. Since black shows up every small defect in body work, I decided to call in the help of an expert to replace the rocker panels and wooden door sills as well as to clear up any small dents and imperfections a car twelve years old can be expected to have. The fact that body work on this car required an expert carpenter as well as tin smith complicated matters. Informed sources seemed to agree on Herr Haller of Baden-Baden, who

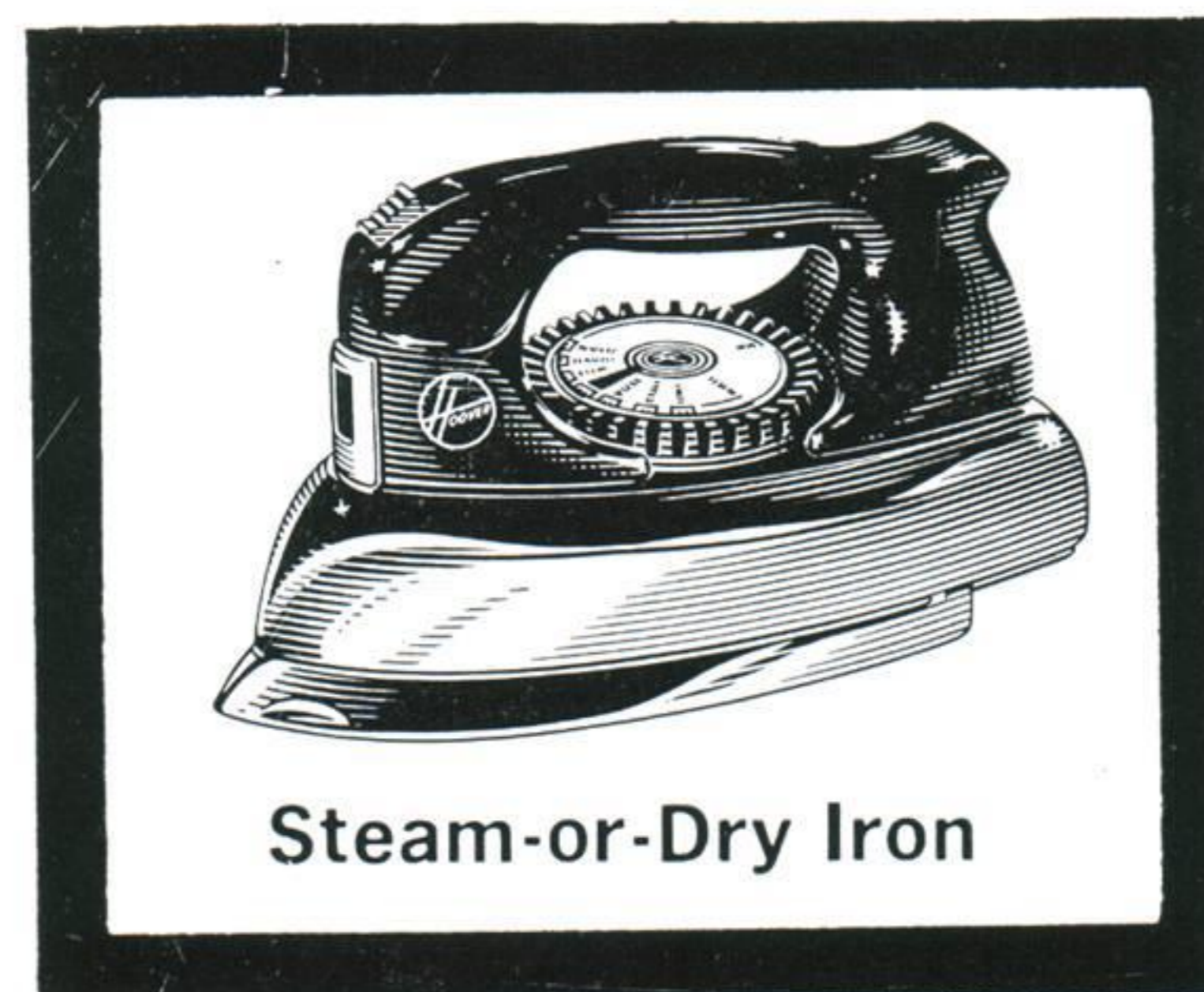


with some reluctance accepted the job and truly impressed me with his high degree of craftsmanship. Black Forest precision was proven to be anything but a hollow cliché.

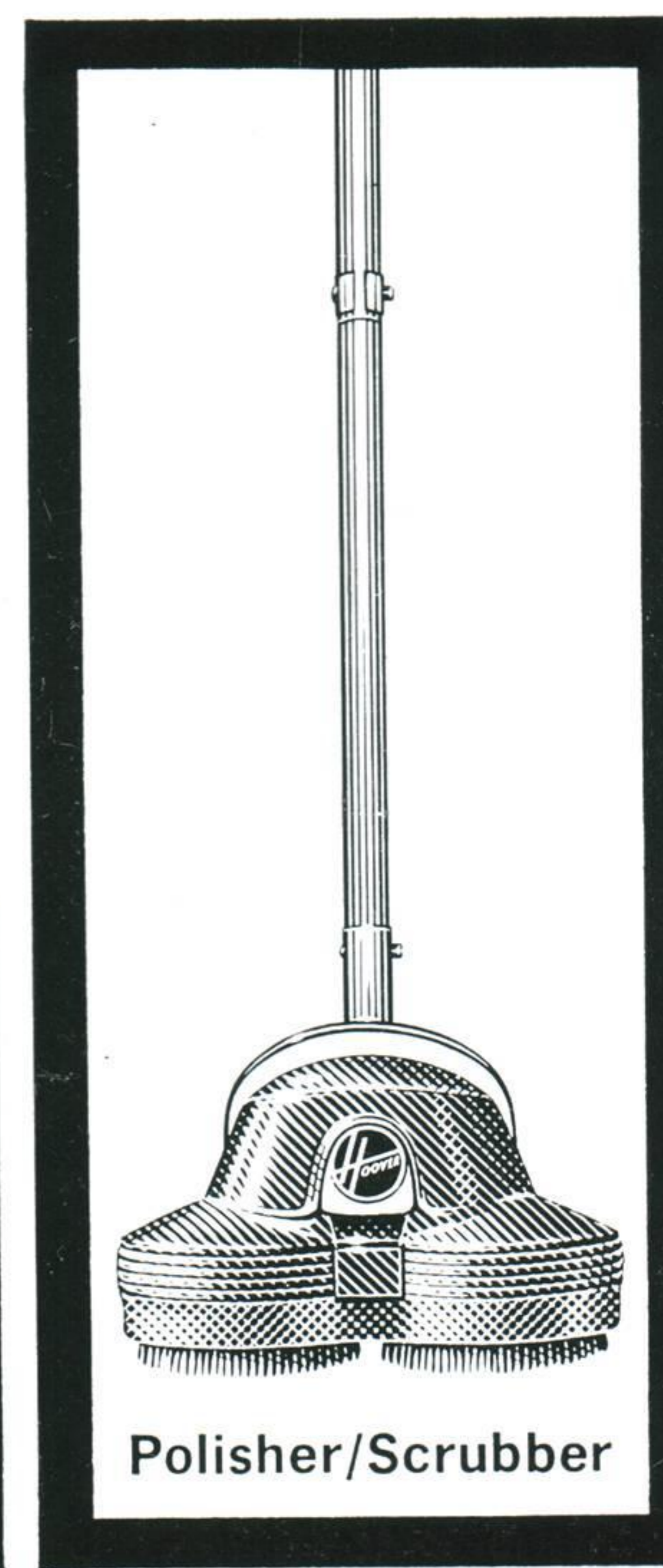
The final finishing and laquer application was done by the Mercedes garage in Baden with no compromise to their high standards of quality. Re-installation of the chrome trim was recently completed and the car will soon be on view at 4 Wing as well as the Tacan Team haunts in Baden.

In closing I find it only fitting to express my gratitude to the supporting cast of this project at 4 Wing. My thanks to RCAF and Scottish Aviation Ltd. personnel, whose sidewalk advise and encouragement were a significant morale booster; to the highly skilled and ever helpful craftsmen from Base Shops and ME, whose assistance was invaluable in overcoming a host of problems; and finally to the Officers, NCO's, Men, and Women of Telecom without whose interest and patience the ambition to make a grand classic roadworthy again could not have been realized.

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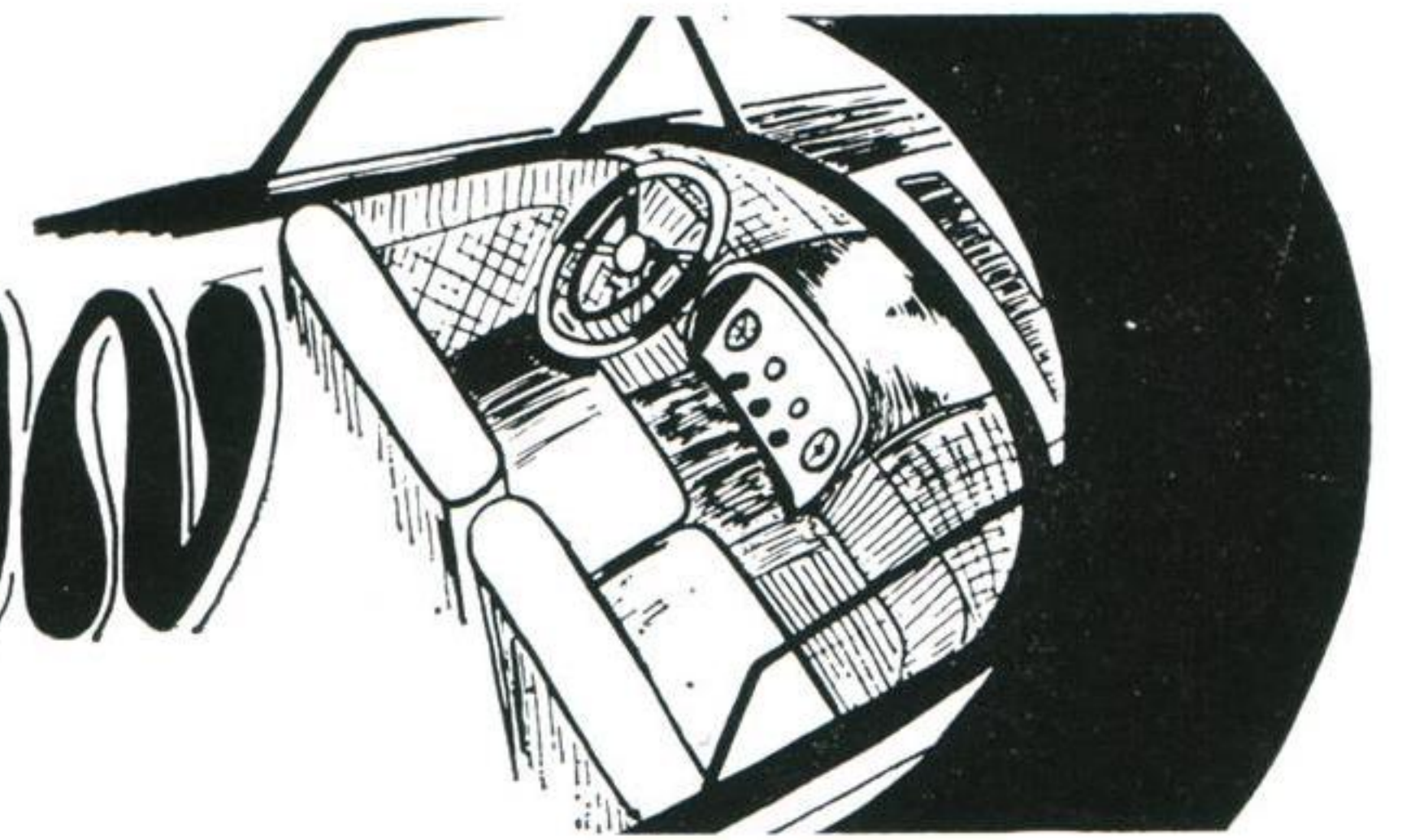
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The Most Dangerous Mile

What will be your most dangerous mile to drive? Will it be some snaking route down a steep mountainside? Will it be a curving stretch of icy road? Will it be a traffic jammed stretch adjacent to some ball-park or race track? Or will it be some lonely, monotonous sleep-inducing stretch of prairie? It will likely be none of these.

Your most dangerous mile is your next mile, regardless of where or when you will drive it. The miles already travelled are now safely behind you.

But the miles ahead are yet to be travelled. Regardless of your fine safety record, your next accident waits for you everywhere ahead on the road, and it is always as close as the next mile.

We tend to worry about something which happened many miles or hours ago. We worry about sunset at noon. We fear the mountains far ahead, when we should be mindful of the hazards of the plains.

What about this next mile?

The only vehicle which merits your real concern is somewhere in that mile. It may be a hot rod, oncoming like the wind. It may attempt to pass squarely in your path. It may have a drowsy driver. It may swerve into your path. It may stop or turn unexpectedly in your way. But you can be ready for these hazards in the mile ahead.

Every road hazard of real immediate importance is within that next mile. Loose stones, faulty shoulders, curves, stalled vehicles, pedestrians, children at play, the deer waiting to dart out in your path.

It matters little how far or hazardous the trip, if the fullest attention is concentrated on the mile directly ahead.

The next mile is a living, moving thing, always stretching out there some 5,280 feet. Like a booby-trapped trail in a combat area, it can be traversed safely only if one constantly scrutinizes the way immediately ahead.

This next mile is about the maximum distance in which you can readily spot a possible hazard, watch it move from possibility to reality, consider various evasive and defensive measures against the changing situation, commit yourself to the best possible course of action, and — having survived this near miss — immediately dedicate yourself anew to the next mile ahead. In its simplest terms this is defensive driving.

At night the next mile is crucial. Oncoming headlights will not blind until they approach within the vital mile. Sight distances diminish in darkness. As you push ahead in the dark keep a running evaluation of what particular and peculiar hazards could present themselves within the next mile. Do this, and you'll be less surprised and better prepared when each inevitable hazard presents itself.

Safety is not being able to get out of a tight situation, rather it is being able to keep out of one.

How far down that road ahead do you look? And how far to each side do you examine the scene?

Proof that many drivers fail to examine the way ahead is found in the language of the explanation in an accident report: "I was driving along when all of a sudden", ". to my great surprise", "unexpectedly", "without

any warning", ". . . out of nowhere" or ". . . without any signal". These phrases are admissions that drivers involved in the accident are caught short and unprepared.

This concept of devoting attention to the next mile makes the longest trip safe as the shortest one, because the longest trip is merely a series of separate miles to be travelled, one by one. A thousand one-mile trips or one trip of a thousand miles are equally safe, provided the concept of safety driving that next mile in constantly applied.

To be successful, the next mile must be driven against a servies of "What if's"

What will I do if he swerves across that line? What will I do if a tire blows out near that bridge ahead? What if that oncoming car fails to dim? What if I drift off onto that soft shoulder? What if someone is stalled dead ahead in that valley or around that curve?

This practice is similar to training given aircraft pilots. They are taught to constantly be prepared to make an emergency landing. They learn to scan the terrain constantly selecting locations which might permit landing if and when that emergency comes.

Similarly, having decided in advance what to do if and when the brakes fail on the long downgrade permits one driver to safely and quickly jam his rig into the roadside bank and bring it to a harmless stop. Another vehicle with brake failure, and a driver caught short with no plan, will wildly careen down the hill until all control is lost and no opportunity remains to avoid catastrophe.

Worry only about that next mile. All the others will take care of themselves.



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Recommended Library Reading

The Price of Glory — by Alistair Horne

In 1916 British interest in the Battle of Verdun was enormous, the "Save Verdun" slogans scribbled on London's walls recall the "Second Front Now" campaign of 1943. Since then Verdun has become a legend, a symbol of heroic defence. But it was more than this. As much as any First World War battle, it was an turning-point in the course of the war; it also had a profound and lasting effect on the history of France during the following decades.

Now, for the first time, the story of this incredible and tragic battle is told in full, with due attention to the German point of view as well as the French. Verdun was perhaps the best documented battle of the war, and Alistair Horne has used many hitherto untranslated eye-witness accounts. The characters and the relationships of the leaders of both sides are vividly portrayed. On the German side, the parts played by the cold and inhuman Chief of Staff, von Falkenhayn, the Kaiser and the Crown Prince "little Willy", and on the French side, by Joffre, de Castelnau, Nivelle, Mangin and, above all, the "hero of Verdun", Petain himself, are brilliantly re-assessed. Finally, by placing the battle in its historical context, the author shows why, at the time, the French hung on with such grim tenacity against all odds and at such terrible cost.

The Price of Glory is an outstanding achievement, an important contribution to the history of the First World War, a narrative of compelling and absorbing interest.

Silent Spring by Rachel Garson

H. R. H. The Duke of Edinburgh (addressing the World Wildlife Fund Dinner): "I strongly recommend Rachel Carson's 'Silent Spring' if you want to see what is going on."

For as long as man has dwelt on this planet, spring has been the season of rebirth, and the singing of birds. Now in some parts of America, and throughout the world, spring is strangely silent, for many of the birds are dead . . . incidental victims of our reckless attempt to control our environment by the use of chemicals that poison not only the insects against which they are directed but the birds in the air, the fish in the rivers, the earth which supplies our food, and, inevitably (to what degree is still unknown), man himself.

Rachel Carson, author of "The Sea Around Us" and "The Edge of the Sea", is a biologist who becomes so concerned with this situation that she spent four and a half years gathering data from America, from Great Britain and from other parts of the world, on the effects of the pesticides now in general use. The facts, as set forth in this book, are appalling.

In terms that any layman can understand, Miss Carson explains what is meant by the "balance of nature". She shows how careful we must be, with the great power now at our command, not to disturb this balance in a way that will ultimately do us more harm than good. She describes the lethal chemicals that have been invented in the brief period since the Second World War and are being produced in greater strength and variety every year. And she shows that much

of this programme is self-defeating: the insects, in fact, have the last laugh. While we have been progressively poisoning our own environment, many types of insects . . . including flies and mosquitoes have been breeding superior races composed of individuals immune to chemical attack. But there is a positive side to the picture. We are learning more and more about non-chemical control that in the long run will be both safer and more effective than the deadly chemicals with which we are now poisoning our world.

One entire chapter is devoted to a subject of the greatest concern: the possible connection between the widespread use of certain chemicals and the incidence of cancer in man. Another deals with the genetic effects of certain chemicals, paralleling those of radiation.

This book will come as a shock to many readers. To others, Silent Spring will be a clarification and a revelation. And to the growing number of informed people who are already deeply disturbed it will be a godsend. They know that the time has come to speak.

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On Drinking Beer, Schnaps and a Cup of Coffee

By Kurt St. Baer

When you order beer, you are relieved from the sometimes difficult but always satisfying chore of studying a wine card and making up your mind with regard to such weighty questions as vintage years, vineyards and districts. The only question is whether you prefer light beer or dark beer, at least in South and West Germany. "Helles oder dunkles?" the waiter will ask you. The former comes close to what Americans call beer of the lager type, while the latter is heavier and sweeter. You may, however, choose from among the local beers — of which each town has a few — and brands of nation-wide, sometimes world-wide fame. Most of the latter come from Bavaria, with Munich, Kulmbach, Würzburg and Nuremberg in the lead; some also come from Dortmund



and other cities where the strict Bavarian brewing laws are not enforced. In season, you may choose either the standard beer or special stronger beers brewed and on tap only at certain times of the year, such as spring's "Bock" beer.

If you enjoy beer — and many true gourmets are convinced that this thirst-quenching, all-around drink hides great pleasure behind its unpretentious, earthy surface — there is one taste sensation which you must not forego when in Germany; drink it, as true beer-lovers prefer, from a stein. These earthenware vessels which hold half a liter or a liter of

the barley sap, impregnate it with a unique, delicious flavor. It makes your beer taste twice as good as it usually does. Just as there is a natural affinity between china and tea or glass and wine, with the vessel's material seeming to bring out the best in the liquid, so with earthenware steins and beer. No wonder many a beer-loving Bavarian insists on getting his in a Maßkug. Chances are you also will, once you have sampled its delights.

According to German custom, you will top your dinner with liquor, although you may well start out with a timberful before it begins, too. The surprising variety and richness of German Schnaps is little known abroad. German brandy, or Weinbrand, bears more resemblance in taste to bourbon whiskey than to cognacs; German gin, of which Steinhäger, Bommerlunder and Doornkaat are most popular, is surely one of the world's best. Germans take their native liquor straight in tumblers rather than mix it, and it is widely believed that this is a healthy way of drinking. But if you must, you can mix all your familiar vodka and gin drinks by using Steinhäger. In fact, Bloody Marys and Screwdrivers made with this German liquor have high quality, and Weinbrand will do in place of whiskey when you are out for a Manhattan with German ingredients.

From Kirschwasser to Enzian

In addition to these two standard drinks of Weinbrand and Steinhäger, Germany offers a plentiful and beautiful choice of hard liquor made from bases other than grapes or grain and they are equally delicious. The great and good family of German fruit brandies includes Kirschwasser distilled from cherries, Himbeergeist from raspberries, Erdbeergeist from strawberries, Pflaumenwasser and Zwetschgengeist from prunes and plums respectively, Wacholder from juniper berries and Enzian from gentian, that lovely flower of the Alps. You inhale their distinctive aroma before you sip them. And do not trust them: despite their pleasant and un-assuming bases, they are more powerful than they seem at first.

To drink wine, beer or spirits by themselves after the meal is part of German social life. Wine places, often very old and filled with relics and wine fumes of many centuries, and beer places, sometimes very big or even gigantic like the Munich Hofbräuhaus, the world's largest pub, also serve the spirits which you may crave. Entertainment is often added, be it by a zither player discreetly strumming in the corner of the Weinstube or by a big and brassy band playing away in the Brauhaus. The best entertainment, however, is provided by the drinks themselves and the merrymaking guests and the spirit of the place. You find, of course, „Bars“ most every-

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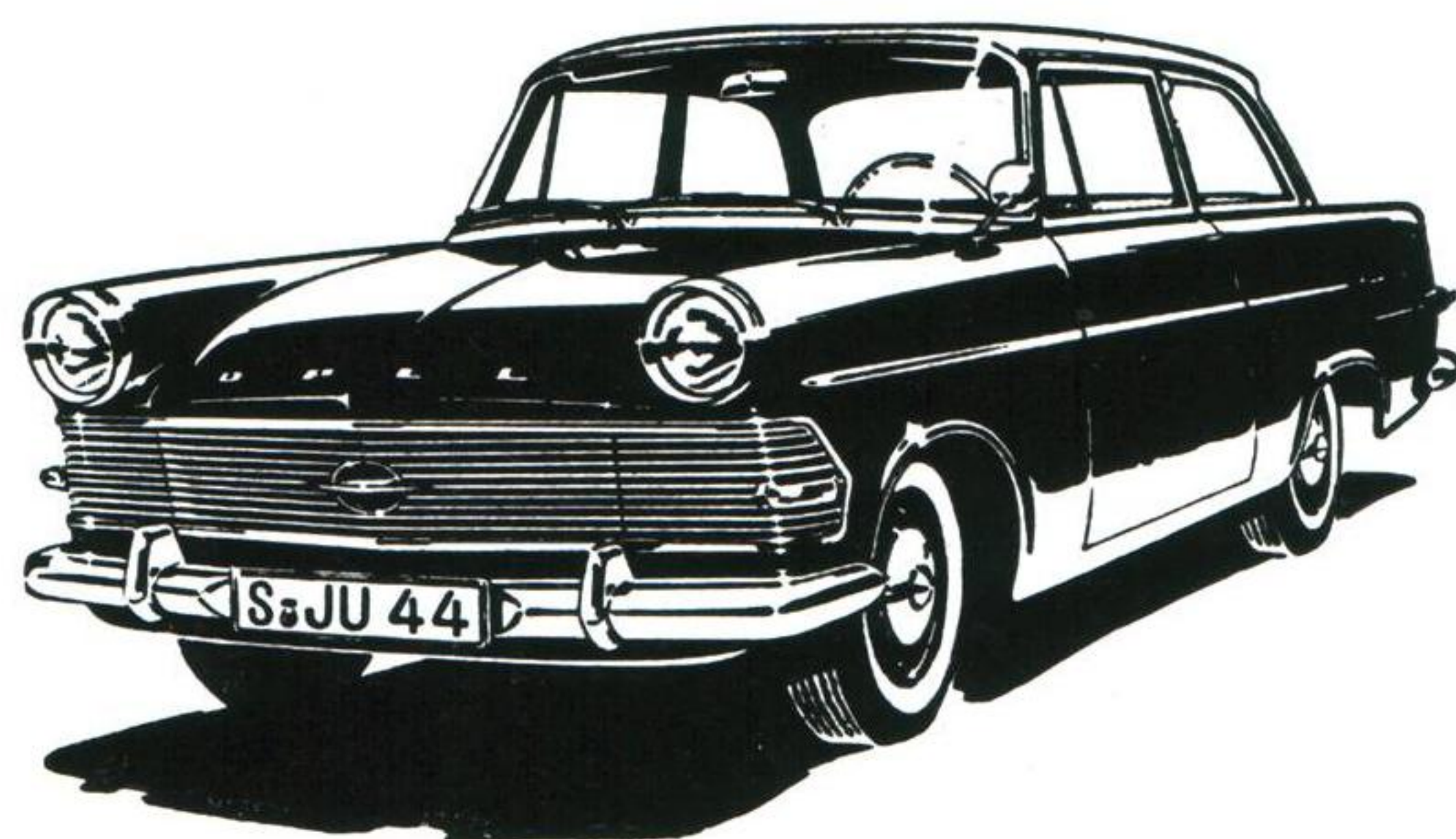
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where, but these are considered as night clubs rather than everyday drinking places.

Neither does a German "Cafe" bear much resemblance to the Canadian establishment of the same name. It is a coffee house where you really drink a cup of coffee, perhaps supplemented by a piece of cake or pastry. Soft-boiled eggs and Pasteten (a meat stew baked in or filled into a thin crust) usually are the only warm dishes served. You also can drink wine, beer or liquor here. In these German cafes, you can peruse all the newspapers and magazines which are kept for the patrons; you can read books, talk with friends or simply idle away the time for an hour or two, and nobody will mind. If the place has a sidewalk cafe or Terrasse, all the better; you can enjoy the free entertainment of the passing street scene for a long time. It is also a good place for anyone just to dream and think of many things — including all the fine food and drinks you have enjoyed and will continue to enjoy in Germany. And while you muse over your discoveries in German kitchens, cellars and cafes, you will find that they have helped you to understand the country and its people. Enriched in body and spirit, you might just then, as we suspect — nay, hope! — order a fresh steinful of foaming dark beer and a plate of assorted sausages with it.

As the Germans say when they sit down to eat: "Gesegnete Mahlzeit" — "May your meal be blessed!" And as they add when they raise their glass of wine, beer or Schnaps: "Prosit" — "May it benefit you!"



man's
best
friend



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Baden, Soellingen Branch: D. G. FULTON, Manager



Christmas Mailing Information For Service Personnel
Closing Dates to Canada

Air Parcel Post	Thursday 12 Dec 63
Airmail Letters	
Surface Letters (including cards in sealed envelopes)	Wednesday 11 Dec 63
Christmas Cards (unsealed)	Wednesday 4 Dec 63
Parcel Post	Friday 15 Nov 63

Parcels posted by 15 Nov will be given special airlift to Canada. Parcels posted after 15 Nov will be transported on a "Space Available Basis" with no guarantee of delivery before Christmas.

Rates of Postage

Class of Mail	Airmail	Surface
Parcels (10 lb weight limit)	85 cents for first 8 oz, 40 cents for each additional 4 oz	15 cents each lb
Christmas cards (unsealed)	10 cents each oz	2 cents each
Letters (including cards in sealed envelopes)	15 cents each 1/2 oz	5 cents first oz, 3 cents each additional oz

Civilian rates of postage are available at the Post Office.

Customs Declarations

All articles of mail which could contain dutiable items must have a customs declaration affixed. The white customs declaration forms for parcels and the green customs declaration forms for first class mail are available at your Unit post office. The declaration form must be completed in detail.

Return Address

All parcels mailed through Unit post offices must have a CAPO return address declared on the parcels and relative customs declaration.

Christmas and New Years Cards

These cards are accepted prepaid with 2 cents Canadian postage if the following conditions are observed:

- a) Permissible Additions to Christmas and New Year Cards. It is permissible to indicate on Christmas or New Year cards or on the covers thereof, good wishes, congratulations, thanks, condolences or other formulas of courtesy expressed in five words or five conventional initials at most.
- b) The cards may be sent as open cards with 2 cents postage on each card or may be enclosed in **unsealed** envelopes with 2 cents postage affixed to each envelope.

Cards mailed in sealed envelopes or bearing more than the additional permissible 5 words or initials become items of first class mail and must be prepaid at letter rate of postage.

Christmas Seals and Charity Stamps

These stickers may not be placed on the address side of any mail.

Foreign Mail

Mail for countries other than Canada, the USA or to a CAPO address **must be fully prepaid with postage of the country in which the mail is posted.** i. e. mail posted in France requires French postage, mail posted in Germany requires German postage.

Suggestion

It would be appreciated if mailers would separate 2 cents Christmas card mail from letter mail during the Christmas mailing period.

CADBURY'S



Taste the cream!

FIRE PREVENTION

With the arrival of cold weather, home fires show a marked increase caused by faulty heating appliances and, of course, carelessness. Canadians, with our love for heat, seem to require twice as much heat as the local residents due to perhaps the change in climate. As a result, the danger of fire poses a greater threat to our lives and property. To protect ourselves the following rules and precautions should be taken:

Furnaces

1. Piping should be tight (check for broken and rusted pipes).
2. Furnace door should fit tightly and be kept closed.
3. Area immediately around furnace should be kept clear of rubbish, etc.
4. Flammable liquids should not be stored or used in the vicinity.
5. Clothing should not be placed on the furnace to dry.
6. Screens and motors should be kept clean and serviceable.

Space Heaters

1. Heaters should be inspected by a qualified serviceman yearly.
2. Never replenish heater while heater is in use.
3. Never turn heater on full and leave unattended.
4. Clothing should not be placed on heater or immediate vicinity to dry.


Propane Gas Water Heaters

1. This type of heater has already taken two lives in Air Div due to asphyxiation. Do not install in enclosed area.
2. Flammable liquids should not be used or stored in the area where the gas heater is located.

Remember the ABC of fire prevention: "Always be Careful".

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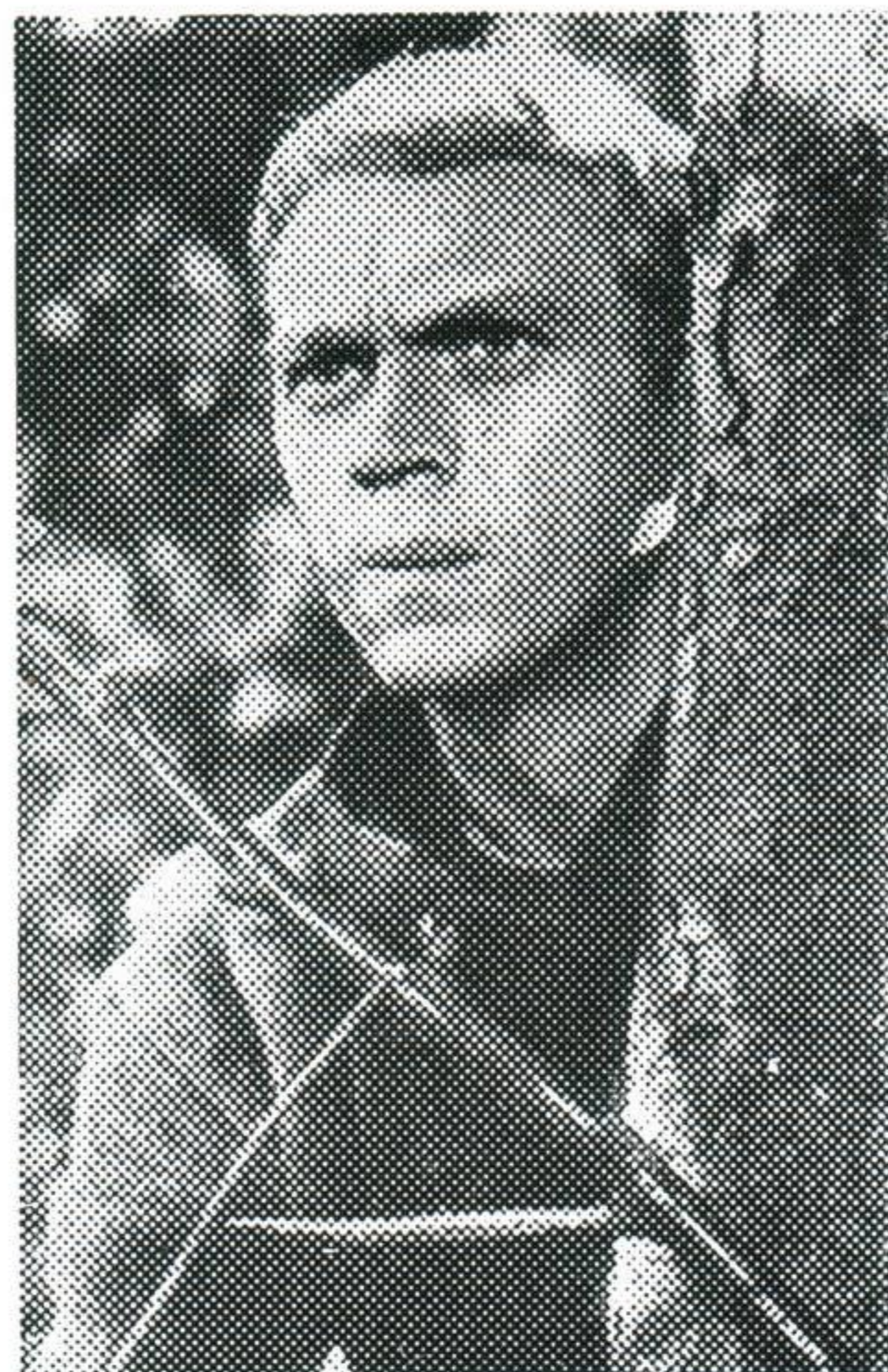
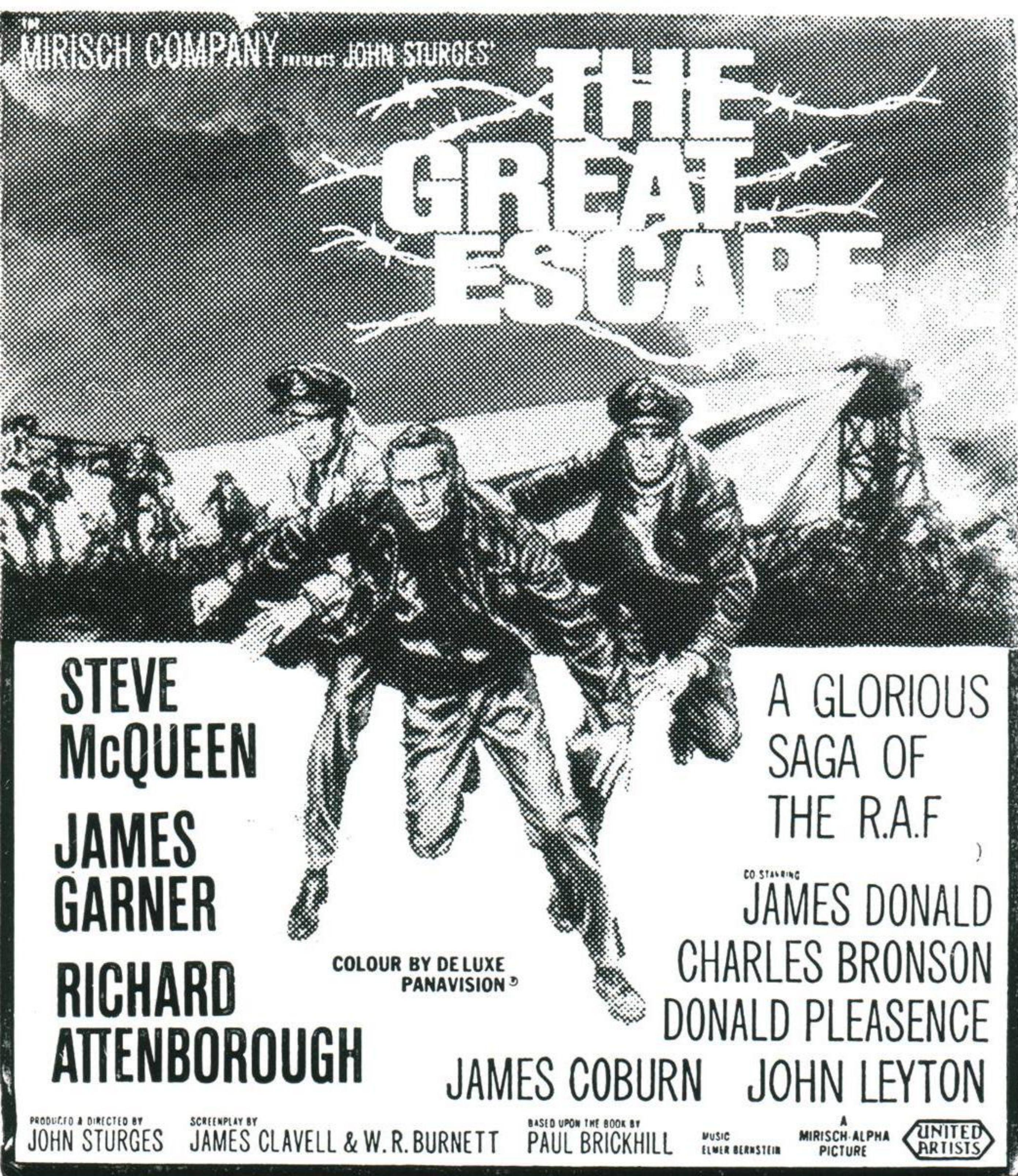


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SPECIAL **ASTRA** PRESENTATION



Steve McQueen



James Garner



Richard Attenborough

A tremendously thrilling, amusing and poignant marathon prison camp melodrama, adapted from Paul Brickhill's factual book. It concerns a number of flying officers, mostly American and British, who, while in a German compound during World War II, refused to be intimidated and persistently organised mass break-outs, but finally paid heavily for their courage and tenacity. Photographed in De Luxe Colour it is a powerful real life story with first class acting throughout. (U)

SHOWING

Sun. 1st Dec. - Mon. 2nd Dec.; Tues. 3rd Dec. at 20.00 hrs.

☆ ☆ ☆ YOUR NOVEMBER ATTRACTION ☆ ☆ ☆

Sun. 17th (14.00 hrs.) **"VERA CRUZ"** starring Gary Cooper and Burt Lancaster. Presented in Superscope and Technicolor it is unfolded in Mexico amidst authentic scenery, and concerns two wily American soldiers of fortune, who, following the Civil War, go south and offer their services both to the Emperor Maximilian and his sworn enemy, Juarez, leader of the oppressed, (A)

Sun. 17th & Mon. 18th **"CALL ME BWANA"** starring Bob Hope, Anita Ekberg and Lionel Jeffries. Photographed in Eastman Color it is a dizzy jungle barney set in Africa about a phoney American author-explorer whose bluff gets called when he is ordered to regain a moon capsule which had made a forced landing amongst hostile natives. (U)

Tues. 19th **"THE FOUR HORSEMEN OF THE APOCALYPSE"** starring Glenn Ford, Ingrid Thulin and Karl Boehm. A resistance romantic melodrama in CinemaScope and Metrocolor freely adapted from Vicente Blasco-Ibanez's novel. It concerns a wealthy Argentine family who are on opposite sides when World War II breaks out and watch the breach widen while each does his or her duty as each sees it. (A)

Wed. 20th. & Thur. 21st. **"RIFIPI"** starring Jean Servais, Carl Mohner and Magali Noel is a suspenseful thriller in the American manner played out against authentic Paris backgrounds. (X) Adults only.

Fri. 22nd. **"THE ERRAND BOY"** starring Jerry Lewis, Brian Donlevy and Felicia Atkins is a Hollywood burlesque concerning a nitwit who, while employed as a studio nark, becomes a top comedian. (U)

Sat. 23rd. **Children's Matinee. "THE KIDNAPPERS"** starring Duncan MacRae and John Whitely is an adventure story plus **"ACTION THIS DAY"** (short subject).

Sat. 23rd. **"GERONIMO"** starring Chuck Connors, Kamala Devi and Pat Conway. A Panavision and Technicolor western about an Apache leader who prevents his tribe from being pushed around by the U.S. Cavalry and ruthless traders. (A)

Sun. 24th. (14.00 hrs.) **"ROAD TO HONGKONG"** featuring Bob Hope, Bing Crosby and Joan Collins. A whacky comedy the "latest" of the one time tremendously popular "Road" series, about two fly former vaudevillians who get caught up in a world take-over bid by a paranoiac. (U)

Sun. 24th. & Mon. 25th. **"THE LIST OF ADRIAN MESSENGER"** featuring George C. Scott, Dana Wynter and Clive Brook. It concerns a retired British Intelligence officer who occupies his leisure by unmasking an arch criminal who commits wholesale murder hoping to gain an "inheritance" (A)

Tues. 26th. & Wed. 27th. **"THE SMALL WORLD OF SAMMY LEE"** starring Anthony Newley, Julia Forster and Robert Stephens is a low-life comedy melodrama set in Soho, about a happy-go-lucky Jewish striptease joint compere who is given a few hours to pay a bookie's account or else! (X) Adults only.

Thur. 28th. & Fri. 29th. **"THE MOUSE ON THE MOON"** starring Margaret Rutherford, Terry Thomas and David Kossoff is an Eastman Color science-fiction spoof. Adapted from Lennard Wibberley's novel, it tells how a tiny mythical European country competes against America and Russia in a race to the moon, and pulls off the longshot with a Heath Robinson-like contraption. (U)

Sat. 30th. **Children's Matinee. "THE MAGGIE"** starring Paul Douglas and Dorothy Allison an adventure story plus **ROLLING OUT FROM RIO** (short subject).

Sat. 30th. **"H. M. S. DEFIANT"** starring Alec Guinness, Dirk Bogarde and Anthony Quayle. A gripping seaborne melodrama brilliantly photographed in CinemaScope and Technicolor. Adapted from Frank Tilsley's book, it deals with seething discontent above and below deck in an 18th-century British man-o'-war. (A)



**Girl
of
the
Month**

Beverley Prowse

Beverly Prowse is an Australian model from Melbourne and has appeared in several British comedies

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RCAF JET TRAINER

A new era in pilot training will become a reality when the RCAF officially accept the first of approximately 190 Canadair-built CT-114 jet trainers on Tuesday, October 29.

At a brief ceremony at Canadair Limited in Montreal, Defence Minister Paul Hellyer will accept the first aircraft from Mr. J. G. Notman, company president.

Chief of the Air Staff, Air Marshal C. R. (Larry) Dunlap, in turn, will accept the speedy trainer on behalf of the Air Force. It will be christened by Mrs. Dunlap.

Known as the "Tutor" the aircraft will replace the piston engined Harvard trainer that has been in service in the RCAF for more than 20 years.



CT 114 TUTOR JET

The introduction of the Tutor jet as a basic training aircraft will enable the RCAF to provide all-jett training for pilots in the early phase of their flying career.

This will enable pilots to be introduced to high speed and high altitude flight at the earliest possible stage of their flying training.

The greatest majority of pilots trained by the RCAF are now slated for duty either with the RCAF's Air Division in Europe where the supersonic CF-104 Starfighter is in squadron service, or with the air defence forces in Canada flying the CF-101 Voodoos.

The new trainer will not only introduce the pilot to the aspects of high altitude, high speed flight early in his flying training, but will give him more jet flying experience before he is introduced to operational aircraft.

The Tutor is considered one of the newest and most modern jet trainers available. It is powered by a single turbojet engine, and like most modern jet aircraft, has a tricycle undercarriage.

Unlike the tandem instructor-trainee arrangement in the piston engined Harvard, the Tutor has a side-by-side seating arrangement more suited to pilot instruction. It is also fitted with automatic ejection seats.

The aircraft is pressurized, has an altitude capability of more than 44,000 feet, and features a speed range from 65 knots to more than 400 knots. The aircraft has been evaluated by the Air Force and considered one of the most acceptable for basic pilot training in the western world.

The instrumentation and performance characteristics of the Tutor will greatly facilitate the transition to operational air-

craft and will enable the RCAF to train more efficiently the skilled pilots required to fly modern high performance aircraft.

The first two Tutor aircraft to come off the assembly line at Canadair are scheduled to be assigned to the RCAF's Central Experimental and Proving Establishment for climatic trials, electronic equipment evaluation and performance and handling trials.

Next spring the trainers will be delivered to the RCAF's Training Command where operational and maintenance work schedules will be formulated and other adjustments made prior to the start of student training on the new aircraft. This is expected to get under way early in 1965.

Students will undertake the full syllabus of pilot training to wings standard using the Tutor as a basic trainer. In some cases runway and other construction required to support the new aircraft, is already under way.



HARVARD TRAINER

Meanwhile, until the Tutor comes into operational service in Training Command, the propeller driven Harvard will continue to be used for pilot training.

The Harvard dates back to the Second World War years where it was used as an advanced trainer by pilots who received basic flying training on Tiger Moths.

After the war the Harvard became the basic trainer in the RCAF. However, in 1954 a lighter and lower powered aircraft known as the Chipmunk was introduced as a primary trainer in the Air Force. Student pilots later received their basic training on the Harvard before graduating to jet aircraft.

At present, student pilots receive about 25 hours training on the Chipmunk, approximately 165 hours on the Harvard and about 125 hours on the T-33 jet before receiving their wings.

With the advent of the Tutor, training on the Chipmunk and Harvard aircraft will be eliminated. Advanced flying, however, will still continue on the T-33 jet aircraft.

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History of CFNS Soellingen

The installation of a new console and the completion of new and beautifully decorated studios signified the culmination of two years' work — work involving many set-backs, discouragements, and the resolving of seemingly insurmountable problems. Work that seemed to commence and proceed so slowly that many times the staff wondered if they would ever see the fruits of their labor. However, last month the results were there for all to see. CFNS has a radio station unequalled in the Canadian Forces Network.

Two years ago, while other institutions were prospering, CFNS was floundering both financially and spiritually. The previous headquarters administration took a dim view towards investing in an organization that had yet to prove its usefulness. This could hardly seem reasonable, especially if it were to be applied to all wing institutions. However, realizing that CFNS up to that time hadn't established an exactly rosy reputation, the decision was made to prove our usefulness, with or without financial backing. Time seemed to be in our favor, and it brought to 4 Wing a progressive minded headquarters administration that met the station halfway, and changed the whole future course of CFNS.

Semi-professional organization

CFNS is classed as a recreation, and this is true to a point. However, CFNS staff members will tell you that radio is far more involved than a mere social get-together. Six hours behind "the board" never fails to weed out the "recreation minded" from the dedicated hard workers who have stayed on even after the original novelty has worn off. Strangely enough these dedicated and loyal workers raised CFNS from a recreation to a semi-professional organization that has become an integral part of the 4 Wing community. And it's here to stay!



CFNS STAFF

History

Lets travel back to the year of 1954, and take a chronological glance at the early beginnings of the radio station. At the same time, we can shake out a few skeletons that should

probably be left to linger in the past. However, everyone has an ancestor, and ours was a station called CRBS. Before anyone has a chance to put forth their interpretation of these initials, let it be known that CRBS stood for Canadian Radio Broadcasting Service. CFNS historian, **Pat Burke**, dug up a story from a 1954 edition of the Flieger (and that goes a long way back) from the archives of **Mr. Ernie Burnside**, the Astra Theatre Manager. Ernie has been at 4 Wing a long time, and as well as permitting us to borrow this copy of the Flieger, he was able to supply us with considerable information regarding the history of CFNS. After checking with the copyright office, we decided to reprint the article describing the opening of CRBS back in October of 1954.

"Sometime last April it was decided that it was high time that 4 Wing had its own radio station. Further more, if there was to be one, it had to be open in time for the forthcoming visit of the Chief of the Air Staff, a scant two weeks away. A conference was called between the CEO (F/L Hemming) WTe10 (F/L Scott) MaintTe10 (F/O Ford), and the CRBS Manager (F/O Sutherland). All they had to work with was the radio equipment recently airlifted from Langar, and still in crates, and three bare rooms at the rear of the Education Building. Understandably, the next two weeks were hectic ones; plans had to be drawn up, building contracts issued and construction initiated on the project.

The morning of May 6th rolled around, the day of the BIG VISIT... and still the construction had not been completed. By eleven o'clock the carpenters finished; by three in the afternoon the painting had been completed; by four the Program Schedule had been drawn up, and finally by six the broadcasting equipment had been tested and proven operational. At seven o'clock, the CAS delivered the opening address with the paint on the wall behind him still wet.

Since that day of frenzied activity, the station has not missed a single day's broadcasting. It is on the air seven days a week broadcasting from six until eleven each weekday evening and from three until eleven weekends and holidays. Tape recordings of popular entertainment such as "The Happy Gang", and the "Lux Radio Theatre" are shipped from the CBC and are played at various intervals throughout the week. They are of course devoid of objectionable advertising."

Failure

Obviously CRBS began with as much enthusiasm as any organization could possibly want, but after two years the organization folded. This was truly a disaster in every sense of the word, as it undermined the groundwork of the present CFNS. It takes years to build any organization properly, and while other stations continued to progress and flower, radio at 4 Wing was in a depression that was to last until 1960.

As an aftermath, the equipment that had been purchased in 1954, and the huge record library disappeared completely.

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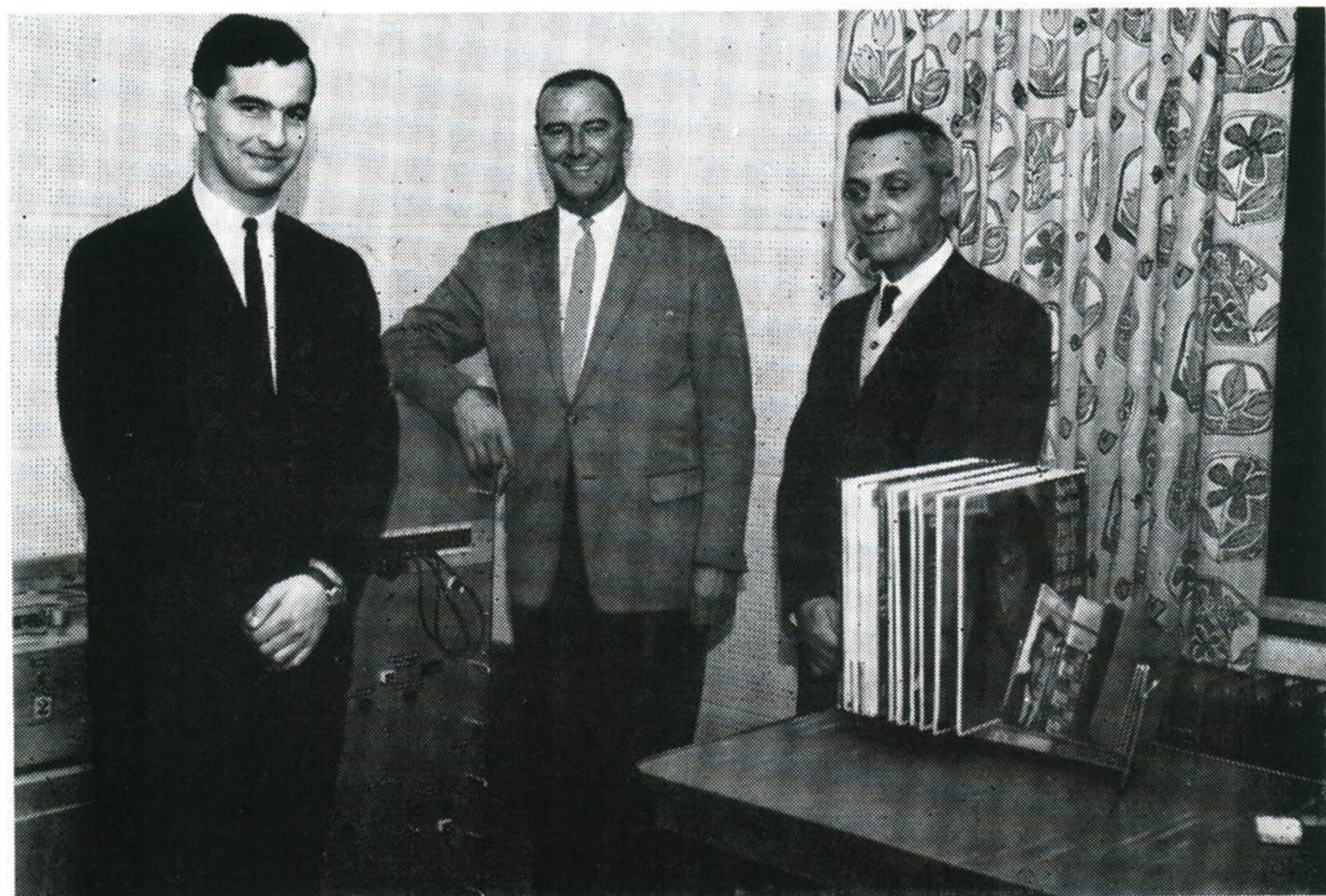
aluflex - super DM 195,-
fischer perfekt DM 323,-
fischer alu - steel
combination DM 390,-
fischer alu - steel
giant slalom DM 414,-

If you like to know more about it, just trop in for more informations.

This was the crowning blow. Why did it happen? The only answer is that key staff personnel left the organization, and interest faded. The existing studios were lost to another organization, and that brought down the curtain on what appeared to be a nasty little play.

In February of 1960, F/S Bill Robbins was transferred to 4 Wing from 3 Wing, where Bill had played an important part in the organization of CFNZ. He enthusiastically petitioned for a radio station at 4 Wing, and had little success. At that time, 4 Wing had one transmitter carrying programs originating from 3 Wing. However, the 3 Wing Programming consisted mainly of local content, and was of no real interest to 4 Wing listeners.

In September of 1960, W/C Hale then CadO of 4 Wing, gave his permission for the formation of a radio station at



The Ex-CFNS Manager with W/C Lagace and F/L Mackay.

4 Wing, on a trial basis. Everything depended on the quality of broadcasting; a request for perfection that would prove impossible to fulfil.

First equipment

F/S Robbins teamed up with Sgt. Keele, Cpl. B. Hayward, Sgt. Bill Hough, Sgt. J. Kendall, Cpl. Bob Anderson, LAC Jack Murphy, Cpl. Busch and others in another attempt to give 4 Wing a station. In addition to four bare-walls, they needed equipment (the present CFNS library was their starting point). Ernie Burnside gave them two old tape recorders of 1950 vintage and dubious technical quality, and a crystal mike that came with the recorders. LAC Keele donated a Heath Kit amplifier to be used as a primitive console, and two scrap turntables were acquired. There was no record library, and music was supplied by private collections.

In December of 1958, the 4 Wing Transmitter had been changed from AM to FM, and CFNS was located at 96.6. What F/S Robbins and company attempted was Hi-Fi broadcasting with third class equipment.

Another problem was the apparent lack of interest on the part of the 4 Wing listener who just didn't care, and an administration that really didn't think radio was necessary. Things were going to change.

Out of necessity, disc shows were CFNS's biggest commodity, with little or no facilities for other types of programs. Things continued on this basis until January and February of 1961.

Financial assistance

In January, Cpl. Bob Anderson gave the first Hockey Broadcast at 4 Wing, and what a memorable occasion that must have been. It would appear that this broadcast gave the needed impetus for Wing support. After seeing what Robbins and Company could produce, F/L MacKay, the 4 Wing WRecO, offered his assistance. And through his efforts, CFNS was granted \$ 1,000 to purchase two new tape recorders, two turntables, clocks, records and parts for a homemade control console. Telecom supplied amplifiers for the console.

F/S Delcellier who was later to become Chief Technician of CFNS, masterminded a control console that would function until August of 1963. The equipment and console were arranged to form a master control room and a small booth was constructed from which announcers would broadcast. The office and "record library" were located across the hall. Modern broadcasting was expected to originate from these two small rooms. And so CFNS struggled through the hot summer of 1961, trying to build a bright future.

New administration

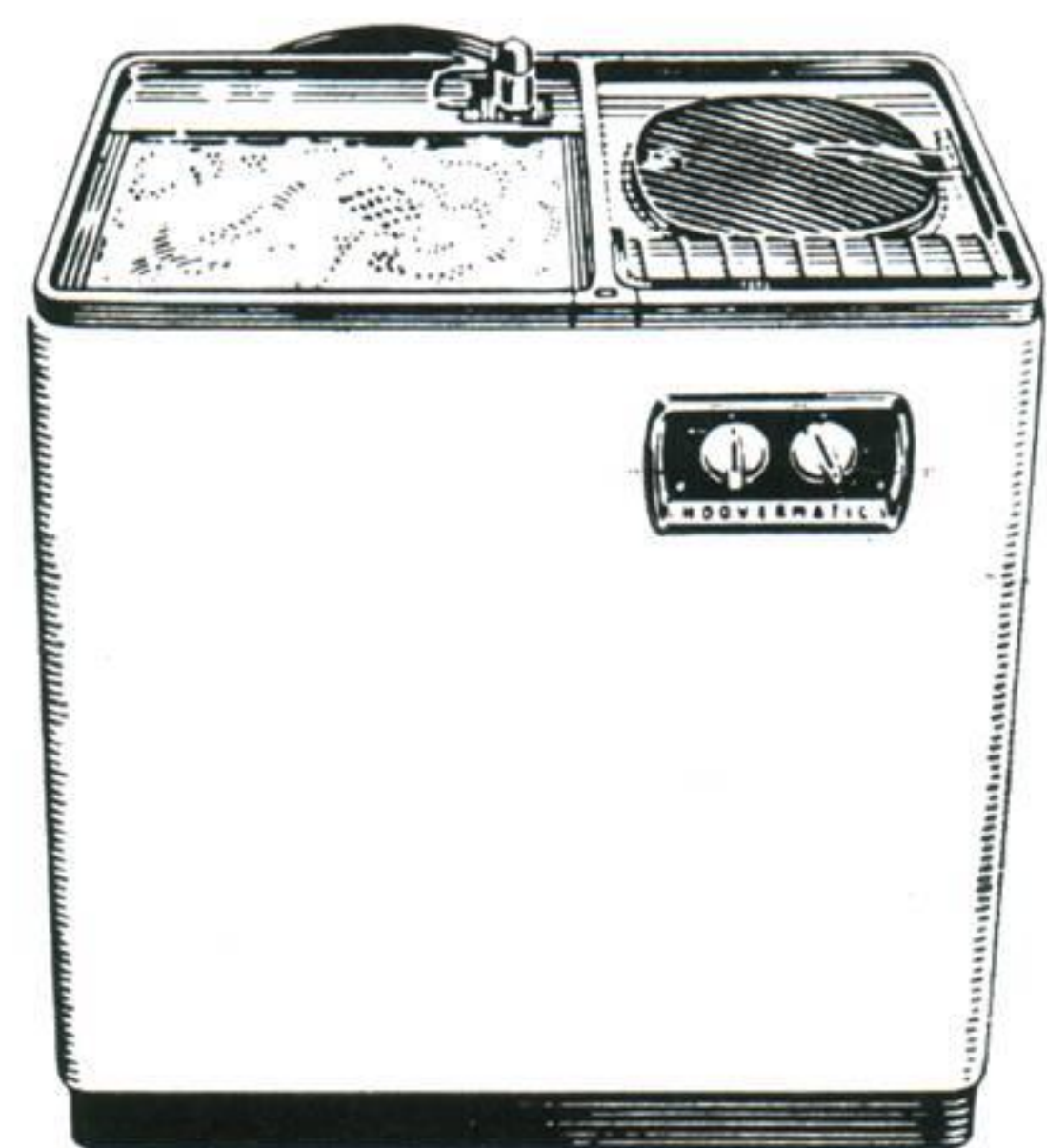
In the fall of 1961, a new group of people took the reins from F/S Robbins, led by Sgt. Jim Kendall. Sgt. Kendall decided to run the station as a 4 Wing Radio and Hi-Fi Club thinking that funds were more accessible to a club institution. But the drawback in a set-up of this kind was a split up of administration. One group was expected to run the club, and another the radio station, and the control was not centralized.

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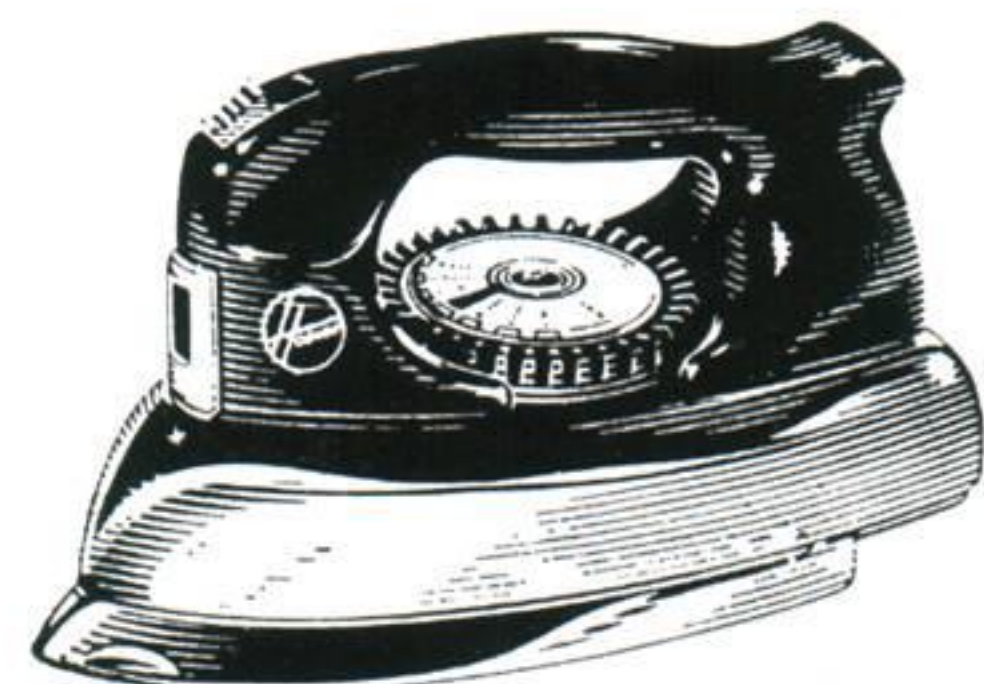
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Because of a small staff, local programming was limited to two or three nights a week, while network programs were carried in copious quantity, originating from 1 Wing.

"Sounds" of music

Reception from 1 Wing was at times unbearable and the microwave hook-up left much to be desired. At the best of times, Frank Sinatra sounded like Louis Armstrong, Eartha Kitt sounded like Harry James, and Elvis Presley sounded like Elvis Presley. Sgt. Kendall and company realized the necessity of local expansion both in facilities and in programming to rectify the situation.

The right move

Right around this time, CFN was in for a shuffle up, and the RCAF in co-operation with the CBC hired nine employees to help run the faltering network. This was obviously a move in the right direction in order to co-ordinate the Wing stations into a smooth operating network. An experienced crew of men were sent to Metz where the new CFN Headquarters was to be established.

Tim Kotcheff arrived at 4 Wing in November of 1961, and was destined to become Station Manager of CFNS. He was frankly appalled at the quality of radio equipment at the station, but actually surprised at the standard of announcers, and the programs being aired. Tim was a graduate of the Radio and Television Arts Course at Ryerson. This was his first position with the CBC, and until his arrival at 4 Wing had never before heard of CFN.

Sgt. Kendall quickly outlined the problems of CFNS to Tim, and very shortly a masterplan was begun that would end up as the present set-up of CFNS.

CONTINUED IN NEXT ISSUE

CENOTAPH, ALONE

In solitude,
The bugler's eerie notes
Float o'er the cross and wreaths.
The Cenotaph.
Memorial passed by those who now live on
Remembering those who wrote the gory pages of hist'ry
And lie buried now beneath
The Cenotaph.

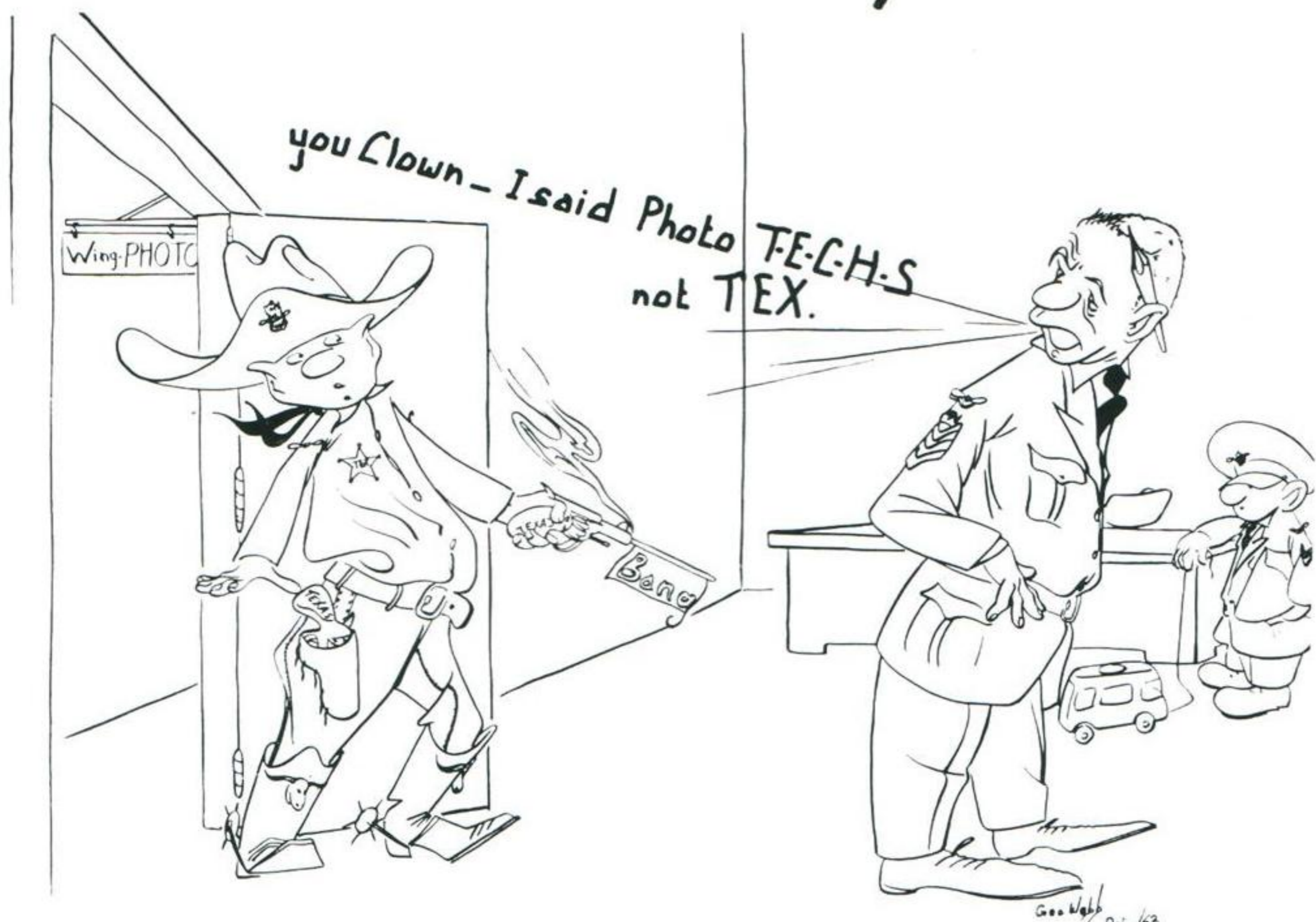
We come.
How seldom now? Once each year
To stand in silence. One minute, mob respect
Of Death, Of Wars, of fearsome fears
Then walk away, our duty done and met,
To dwell no more on dismal war
And the horror of countries wrecked.

Beg of your God
To guide the hands of those who must
Through greed
Devour our peoples, lay waste our lands
Caring not for Death lest Conscience need
To strike them.

In solitude
The bugler's eerie notes
Float o'er the cross and wreath
The Cenotaph
Alone.

Geejay - 104 Serv.

Photo On Duty



AFRD 219/63 -
Trade Designation Changed to PHOTOTECH



In his New York apartment, which is decorated like a jungle hut, Bob Hope makes a call from a 'phone built from animal bones. A scene from the hilarious new comedy, "CALL ME BWANA", which also stars Anita Ekberg, Edie Adams and Lionel Jeffries.

	<p>AUSTIN</p>	<p>JAGUAR</p>
<p>SUNBEAM SINGER HILLMAN HUMBER</p>	<p>Auto - Erhardt Baden-Baden Telefon: 4034, 83 Lichtentaler Straße SALES AND SERVICING ALL THESE CARS</p>	 <p>TRIUMPH</p>



Touring our Flugplatz



Telecom Tidbits

Things being comparatively quiet around Telecom this month — holidays over, and no new arrivals due in, a little information on how the Telecom teams in different Wing sports are making out would not be remiss.

Bowling

The two Telecom bowling teams met in a pay-off match on Wednesday, October 16, and after the smoke had cleared **Red Neals's** team of Keglers had thoroughly trounced **Gord Latham's** sextet by the score of 2 points in total pin fall. Both teams have been coming into their stride, with LAC **Stanzell, Colban** and **Dujohn** and LAW **Harris** all rolled over the 600's.

The "blow pots" for each team have been filling up fast. So fast for Gord's team that the bottom falls out now and then. Gord mentions that he is going to get a pail as a blow pot, nothing else is big enough.

The two teams meet again on 12 January, and a noisy but exciting game should result.

Curling

The curling team has been showing good form, even without their regular "skip", **Hank Latreille**, who has been on TD to Canada. "Fish" the "Vise" has been doing a good job of skipping during Hank's absence. It is said he plays to the spectators, as his "little woman" is always upstairs in the spectators' seats giving him moral support, or blazes if he falls down on a shoi.

Big plans are underway for a bang-up Xmas party. Rumour has it that Sgt **Brooks** is trying to spend all the coffee fund finances, and start of new accounts for 1964.

LAC **Jenkins** has just arrived back from a stint of TD in Italy, and is setting off again for Paris in a week or so. Cpl **Connors** will be going on course to Italy in the near future, he's hoping he won't miss the Xmas party. He wants his share of the coffee fund too.

Carol **Harris** is trading in her "Moped" for a Volkswagen, We Think! She is rather hesitant at present, doesn't know if she should blow her bank roll, on a holiday "Down South" or buy the automobile, but with the winter coming on, it's going to be rather cold on only two wheels.

It's drawing close to Xmas, no doubt the Telecom Section will once again contribute to the holiday festivities by playing appropriate music over the Wing P. A. System.

As this article has to meet the dead-line, and as mentioned previously, new being scare in Telecom this month, the sections scribe will sign off for now. CUL **Scottie**



BY JAGETAL

Word hat it that the Chairman of the Entertainment Committee and his staff are already making plans for the gala Xmas party slated for Friday, 13 December. The affair will be for all Supply personnel and their wives, girlfriends or boyfriends, which ever the case may be. It is to be held in the Mixed Lounge, with orchestra and sumptuous buffet laid on. Heard Cpl **Smith** is sharpening up carving knives for this evening — wonder what this is all about? So, guys and gals, don't forget Friday Dec 13; a good time is ensured for all.

It is rumoured that Cpl **Malenfant** had the S/L transfer Cpl **Etmanski** to POL so he (Malenfant) could get a new bridge partner at noon. Esmanski hasn't taken the hint yet, and is up every noon hour still getting his partner deeper and deeper in the hole on the score sheet.

See WO 2 **Wallis** already pounding down the ice lanes handing out the penalties for infractions. Jim also instructed the Referees Clinic at 1 Wing during the latter part of October. Have we another Red Storey in our midst?

Congratulations go to "Nick" **Nichols** on his recent promotion to Flight Sergeant.



Supply Personality

F/O LC Jones

As November's Supply Personality we would like to introduce F/O LC **Jones**, our Stock Control Officer. Lou or "Little Lou" as he is known by his fellow officers was born and raised in Sydney NS. After attaining his Bachelor of Commerce at St. Francis Xavier University, he elected to join the RCAF. Upon completion of various courses at Stations Aylmer and Centralia Lou was transferred to 4 Wing in 1961.

F/O Jones besides having a profound interest in his church work is one of our 4 Wing officers who is keenly interested in sports, having managed our Raider Hockey Club trough the past 62/63 season and the Officers Mess Fastball team

this summer. Needless to say, his hockey team fared much better than his ball club in the past season. Win or lose, credit still must be given to people like Lou Jones who give their time and effort to promote sport activity on the Wing. Last year he decided to hang up his skates and devote his spare time to curling.

F/O Jones presently resides in PMQ 17/8 with his wife Heather and two children, Sandra age 2 and Bobby age 1.

What's new in the Social Line?

Our two erstwhile girls **Cecile Croteau** and **Nicky Journault** have returned from a tour of Italy that included Rome and Capri — both returned full of praise for the Italian way of life.

FS's **Arnold, Beattie** and **Hudon** are now in Camp Borden at S.S.T.S. Course gaining knowledge.

F/L **Ouimet** returned from Canada after lots of hard work on Military Management held at Centralia.

Cpl "Harry" **McCaughley** is replacing Cpl Tracy at our Northern Resort called Bertrix.

After weeks of cogitating, Guy **Trembley**, our "Thumper" in Suppley, finally succumbed to a brushcut.

New arrivals

Art and Emmie **Aucoin** a girl, 6 lbs. to be called **Nichole Bernadette**.

News has reached us from Stn. Comox that Gladys and Jimmy (Scottie) **Dougall**, who left here last year, are the surprised parents of a baby boy — **Scott**.

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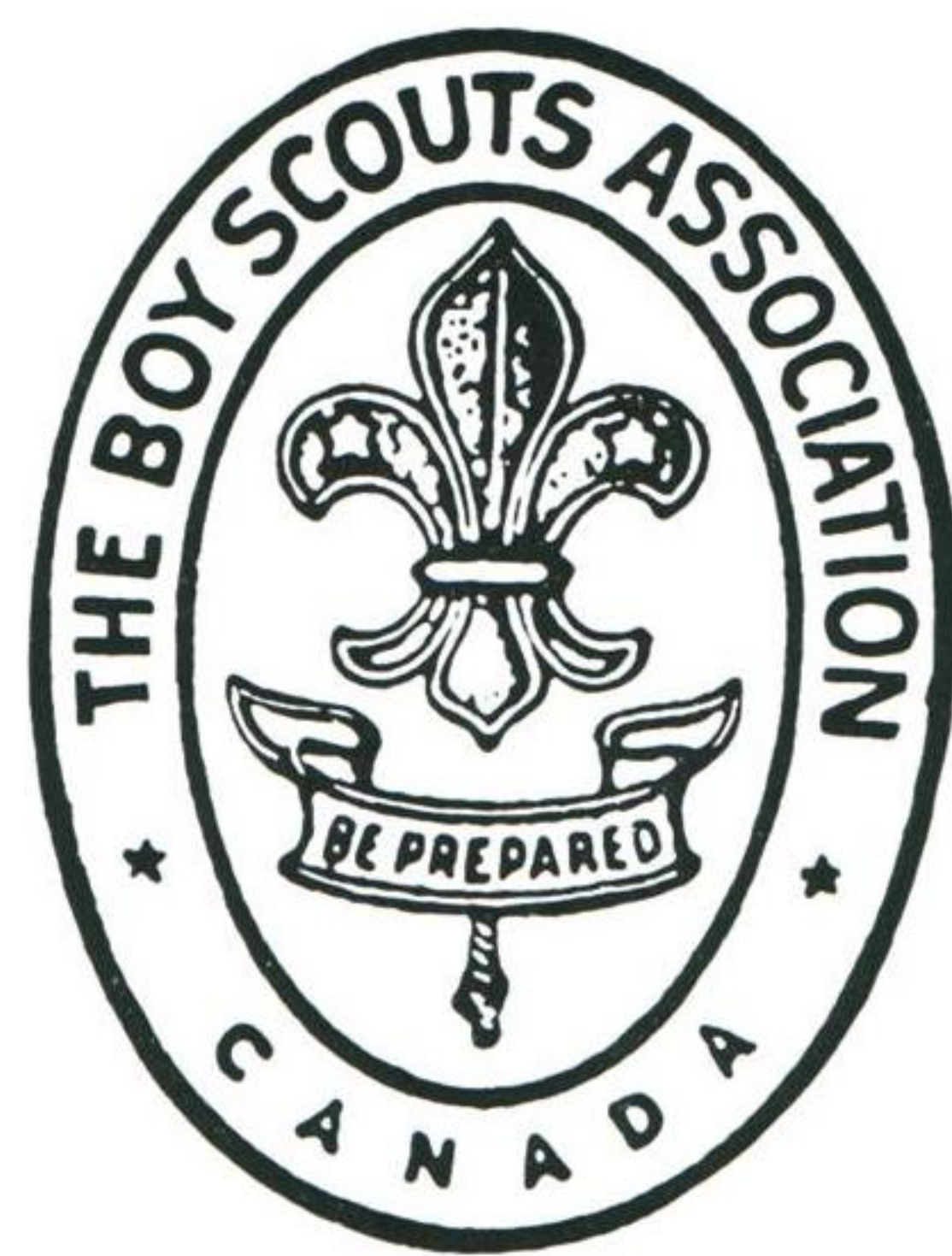
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Boy Scouts

4th BLACK FOREST

DISTRICT

2nd Black Forest Troop

On 10 September, 1963, Troop 2 started their 1963-64 Scouting season. Our Scoutmaster for this year is **Earl Clarke**, who joined us as Scoutmaster last January. Scoutmaster Clarke will be assisted this year by Ass't Scoutmasters **Jim Smith, Spike Kelly**, and two new additions, **Placid Trotter** and **Sam McIntyre**.

As this is our first article of the year, I would like to introduce to the readers the most important people in a Scout Troop, the boys themselves. We welcome back **Gil Ross**, who has been with the Troop for the past two years. This year Gil will fill the position of Troop Leader. We also have Patrol Leader **Gordon Guthrie**, of the Cobra Patrol, with "Second" **Bill Murch**, Scouts **Henry Forder, Paul Nash, Terry Larson, Denis Lee** and **Doug Peters**. We also have the Night-hawk Patrol with Patrol Leader **Jim Pineau**, "Second" **Charles Maul'e**, and Scouts **Charles Abbott, Robert Martin, Michael Cassidy, Glenn Moore** and **Bruce Tibbitts**. We will be starting the year off with a small troop but hope that by the time we go to camps this coming summer we will have welcomed new faces to the troop.

On 8 October, 1963 Troop 2 held a Swim Night for their weekly meeting. Under the watchful eye of Sgt **Brooks** and the Leaders, the majority of the boys successfully passed their 1st Class Swimming and also qualified for their Swimmer's Badge. Congratulations go to Bill Murch, Paul Nash, Gord Guthrie, Denis Lee, Jim Pineau, Robert Martin, Mike Cassidy, Henry Forder, Glenn Moore and Charles Maul'e for a "Badge well earned". All was not work and the boys enjoyed the evening swimming and trying to drown a certain ASM.

At the conclusion of the Swim Meet the Court of Honour assembled in the Troop Room. One of the decision of the Court was that a troop hike would be held every third week, weather permitting, and in between the troop hike, each Patrol should have at least one hike. It is hoped that the boys will be able to attend most of these hikes.

A Troop Hike was held on 5 October, 1963 in the Black Forest. The theme of the hike was Trail Signs. I am happy to report that we lost no boys on this hike as, after a short demonstration, the boys became very capable of following and laying trail signs. To the inexperienced, a few sticks or stones on the path would mean very little, but with a little "Scout knowledge" one would soon find himself following a trail clearly marked. The boys were paired off and sent ahead to lay trail sign so that the rest of the troop could follow.

At the end of the hike a small talk was given on the subject and each boy was able to draw his own conclusions on the few but small errors they had made. I understand that all the boys had a very enjoyable time and felt that those who missed it would not do so again.

Any boy between the age of 11 and 15 who would be interested in joining Troop 2 would be most welcome to attend a meeting in the Scout Hall opposite the Post Office any Tuesday night. You will find us there between 6.45 and 7.00 pm and after 7 you will find us in the Old Rec Centre.

Until next month, "Good Scouting".

This German - That English

Germans are discovering that English is a tricky language to learn. The following verses, reprinted from the English "Magazine", a Berlin publication edited by Erika Klopp, indicate why some Germans tear their hair as they grapple with the language of Shakespeare:

We'll begin with a box and the plural is boxes
 But the plural of ox is oxen not oxes.
 Then one fowl is a goose, but two are called geese,
 Yet the plural of moose should never be meese.
 You may find a lone mouse or a whole set of mice,
 Yet the plural of house is houses not hice.
 If the plural of man is always called men
 Why shouldn't the plural of pan be called pen?
 If I speak of a foot, and you show me your feet,
 And I give you a boot, would a pair be called beet?
 If one is a tooth and a whole set are teeth
 Why should not the plural of booth be called beeth?
 Then one may be that, and three would be those,
 Yet hat in the plural wouldn't be hose.
 We speak a brother and also of brethren
 But though we say mother, we never say methren.
 Then the masculine pronouns are he, his and him
 But imagine the feminine she, shis, and shim!
 So English, I fancy, you all will agree
 Is the funniest language you ever did see.

Ain't it The Truth?

Sometime when you're feeling too important;
 Sometime when your ego's in bloom;
 Sometime when you take it for granted
 You're the best qualified in the room;
 Sometime when you feel that your going
 Would leave an unfillable hole,
 Just follow this simple instruction,
 And see how it humbles your soul.
 Take a bucket and fill it with water,
 Put your hand in it up to the wrist;
 Pull it out, and the hole that's remaining
 Is the measure of how you'll be missed.
 You may splash all you please when you enter,
 You can stir up the water galore,
 But stop, and you'll find in a minute
 That it looks quite the same as before.
 The moral in this quaint example
 Is do just the best that you can,
 Be proud of yourself — but remember,
 There is no indispensable man.

Author Unknown

The Fokker Story

Today the name Fokker may not mean much to the air-minded young man. However, during World War I the word Fokker was on every allied pilot's lips as the scourge of the skies. The aircraft was named after Anthony Herman Gerard Fokker who was nick-named the Flying Dutchman.

Anthony Fokker was born 6 April, 1890 at Blitar, Kidiri, Java. Anthony's father owned a large coffee plantation, and as schooling was presenting problems for their children they decided to return to Holland. Tony's father had become wealthy selling coffee so it was no problem for the family to pull up roots and move to Haarlem.

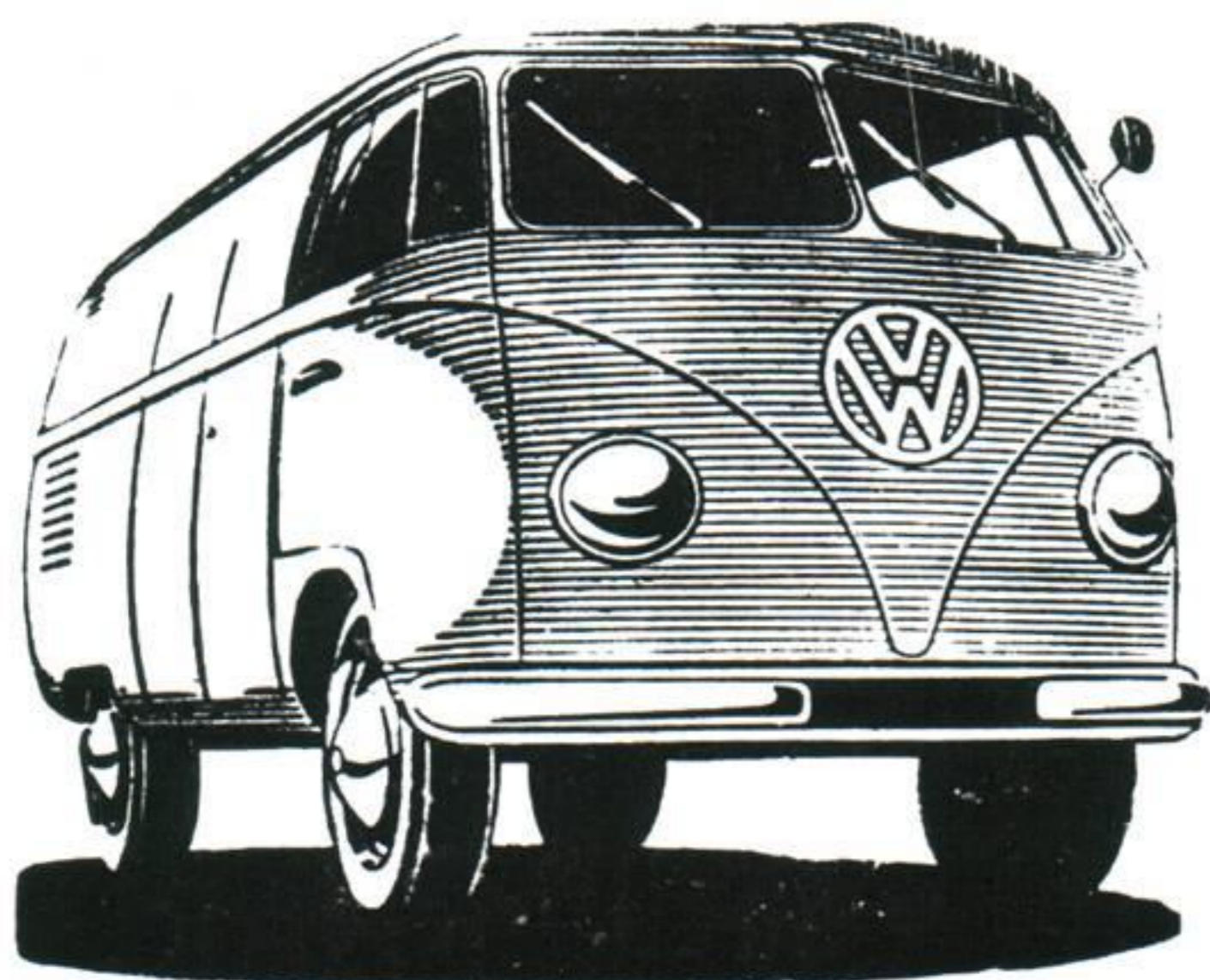
Young Tony, during his school years, had a workshop in the attic where he experimented with steam engines, electric trains and woodwork and when twelve years old he built a canoe with sails and outrigger. From this early beginning he eventually became famous as an outstanding yachtsman.

The main thing Anthony Fokker is famous for is aeroplanes built from the year 1911 to 1939. In 1910 Anthony was sent to Bingen, Germany to take a motor-car course. From the brochures on the course it would appear that it was a fabulous course to take. When he arrived at the place "alas" the school left much to be desired. It was a small square garage with two rattle trap cars, a four cylinder and a one cylinder, plus a pile of junk. Young Fokker decided it was a hopeless cause to take the course, and his time and father's money would be more profitably used if he travelled Europe instead.



FOKKER D-7

At this time he was very interested in flying and aeroplanes but his father was dead against any such nonsense. After some deliberation his father decided it was alright for him to take a flying course but he would not purchase an aeroplane.

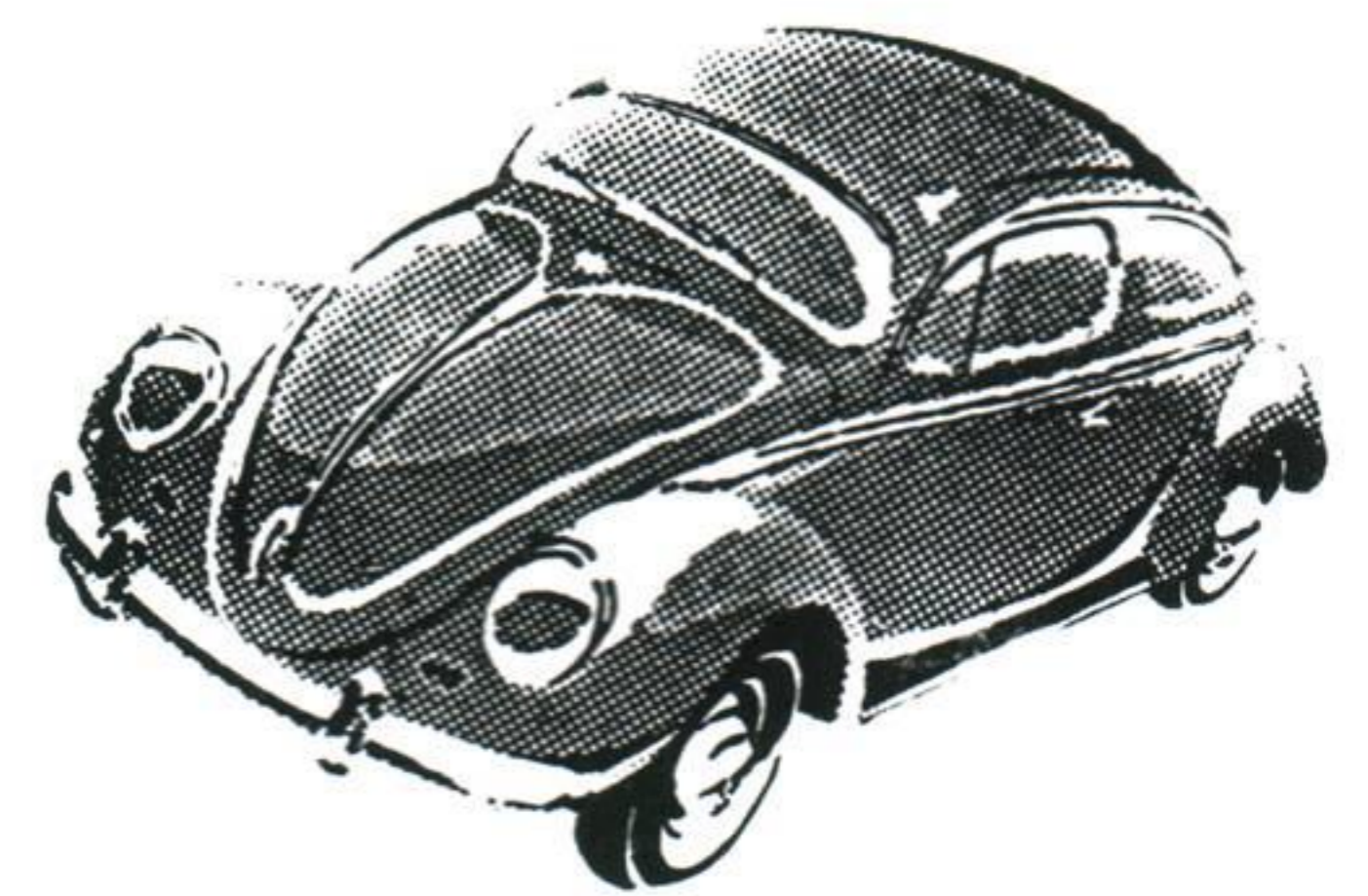


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The school where Anthony went was at (Zahlback) near Mainz (Germany). This course covered both flying and construction. Before Anthony could get to the flying stage the instructor wrote off the aeroplane they had built on the first flight attempt. From this Anthony decided to build his own aeroplane, a monoplane with pronounced dihedral giving it a large amount of built-in lateral stability so that wing warping could be dispensed with. This was his decision from building model aeroplanes.

The first two aeroplanes were built with the help of a student friend from the ill fated aeroplane course. Oberleutnant von Daum. Von Daum supplied money for the engine, Fokker 1500 Marks plus his knowledge and determination. The wings were made of steel tube at Frankfurt and the fuselage was wood longeron wire braced construction. Their first aeroplane "Spin I" was assembled in the Zeppelin shed at Baden-Baden.

The Spin I at first had no rudder. By the end of 1910 a rudder had been added and many short hops flown. While Fokker was home for Christmas his partner von Daum tried to fly the Spin I and hit the only tree on the airport. The next aircraft, Spin II was built by Jacob Goedecker at Niederwalluf on the Rhine. It was with this machine that Fokker taught himself to fly.



FOKKER D-VIII 1918

In April 1911 the first mention of Fokker was in the German papers. In early May 1911 the first turns were made and a few days later complete circles. On the 12th May von Daum became the first passenger to fly in a Fokker designed machine. On 16 May 1911 Fokker received his flight certificate from the German Aeronautical Association. For the test Fokker performed five figures of 8, flying and landing with engine off and within a measured distance and point.

Fokker had intended to build this machine without any lateral control but for his first tests he had installed ailerons. I believe this was one of the first aircraft in Europe to have ailerons.

After this came Spin III and wing warping again. Spin II was wrecked by his partner von Daum so Fokker bought the engine and Spin III became his completely. The engine was a 50 H.P. Argus 4 cylinder inline. Young Tony immediately upon completing Spin III loaded it on a train for his home town Haarlem in Holland.

His re-appearance in his home town was a virtual triumph for him as all who knew him and his family looked upon him as a miserable failure, not much good for anything except sailing. From the flying and building of three aeroplanes he was welcomed as a pioneer and perhaps even a genius which as Fokker said made him feel that this was the greatest moment of his life. The committee who picked his flying field were completely unaware of what was necessary for flying and they chose a field 300 feet long, 100 feet wide bordered by roads and on one side by flag

poles. When Anthony complained of the hazards the committee removed the flag poles.

The Spin III was flown for a few minutes in the early evening the night before the Dutch Queen's Birthday (Aug. 1911). The following day, her birthday, he flew 7 minutes. The day after the Queen's Birthday he flew over a 262 foot high church and the people remarked to his father: "Well! Who would have thought your son could fly as high as that". Anthony completed his flying at Haarlem on Sunday.

At this time his finances were at rock bottom. Fokker, at this time, joined the Goedecker Boat Company as a flying instructor. Goedecker was building a modified Taube and called it the Sturmvoegel. It was a monoplane with wing warping and a 70 H.P. Argus engine. While with Goedecker Fokker was prevailed upon to come to Berlin and build aeroplanes. Fokker left Goedecker as he felt their ideas were not along the same lines.

When he arrived at Johannistal, a small place near Berlin, the aeronautical group there figured that Fokker's contraption was a laugh. After Fokker put on a superb flying performance they soon changed their minds. Young Tony soon won the respect of the veteran German aviators and formed his own company, the Fokker Aviatik GmbH. The total capital was 20,000 Marks. This name soon became Fokker Aeroplanebau, then Fokker Flugzeugwerke during WW I.

In the latter part of May 1912 Fokker had an accident that nearly cost him his life. He was flying a 2500 feet with a passenger when one of the right-hand under wing brace wires broke. Fokker, seeing the upper wires slack realized what had happened and requested his passenger, Leutnant Schlichting, to crawl out on the wing and stay on the spar so that his weight would hold it in place. The Leutnant did not understand and just kicked a hole in the fabric at the spar, then sat back in his seat. Close to the ground the wing buckled, the Leutnant was killed and Fokker was slightly injured.

By 1913 Fokker had sold a few aeroplanes, increased his popularity but was extremely short of money. In the fall of 1913 Fokker saw at Johannistal an exhibition of flying by the renowned Frenchman Pegoud. Pegoud looped the loop, did falling leafs and many other aerobatic feats. Anthony could easily see that his stable aircraft without ailerons were inferior performers.

Wever one to brood he soon built a new and better Fokker model, the M5, powered by an 80 H.P. Gnome rotary engine.



FOKKER F 2

With this aeroplane he surpassed Pegoud's performance and fast became a name in aviation. When the Fokker M5 and other aircraft of the day performed the crowds were always amazed at the way the Fokker climbed. This was a characteristic of all later Fokker fighter aircraft. This "M" series of aircraft became the "E" series of Military aircraft of which the M5K/MG became the famed E.1. In the early months of WW 1 Fokker supplied M8, M5L, and M5R to German forces. These were military types H1, A2 and A3.

On 19 April 1915 the well-known French aviator Roland Garros flying a French Morane fell into the Germans' hands. This was what the Germans wanted as they were curious as to how he was firing a machine gun through the propeller. To their surprise he just had metal deflecting wedges riveted to the propeller in line with the gun. After inspecting the aircraft Fokker was called upon to adapt the same system to his aircraft.

The result was an interrupter gear designed by Fokker engineers Linberger and Lubbe. This was the first interrupter. A similar but non-workable system had already been designed by the Edward Bros in England and a Franz Schneider of the L.V.G. works. Needless to the Germans were the first to recognize it's worth and thus began the E.1 and what was called the Fokker Scourge. The most famous of this series was the E.111, a slightly larger machine with the 100 H.P. Oberursel rotary and 2 synchronized machine guns firing through the propeller.

These aircraft were flown by the outstanding German aces Immelmann, Boelcke and Wintgens.

By 1917 the Fokkers were falling a bit behind the allied fighters and so Fokker brought out the DR-1 triplane to combat the Camel and Neuports. The production model had the 110 H.P. Oberursel rotary. The DR-1 had an excellent rate of climb and could match the Camel for manoeuvrability. The DR-1, due to it's triplane construction (increased drag) was slow in comparison to the current allied fighters.

In late October 1917 two German pilots Gontermann and Pastor were killed when their aircraft broke up in the air. This was also a common fault in the French Nieuport. (It shed it's wings.) The DR-1 was flown by Jagdgeschwader Nr. 1 or Richthofen Flying Circus. Manfred von Richthofen was Germany's greatest ace in WW I (over 80 victories).

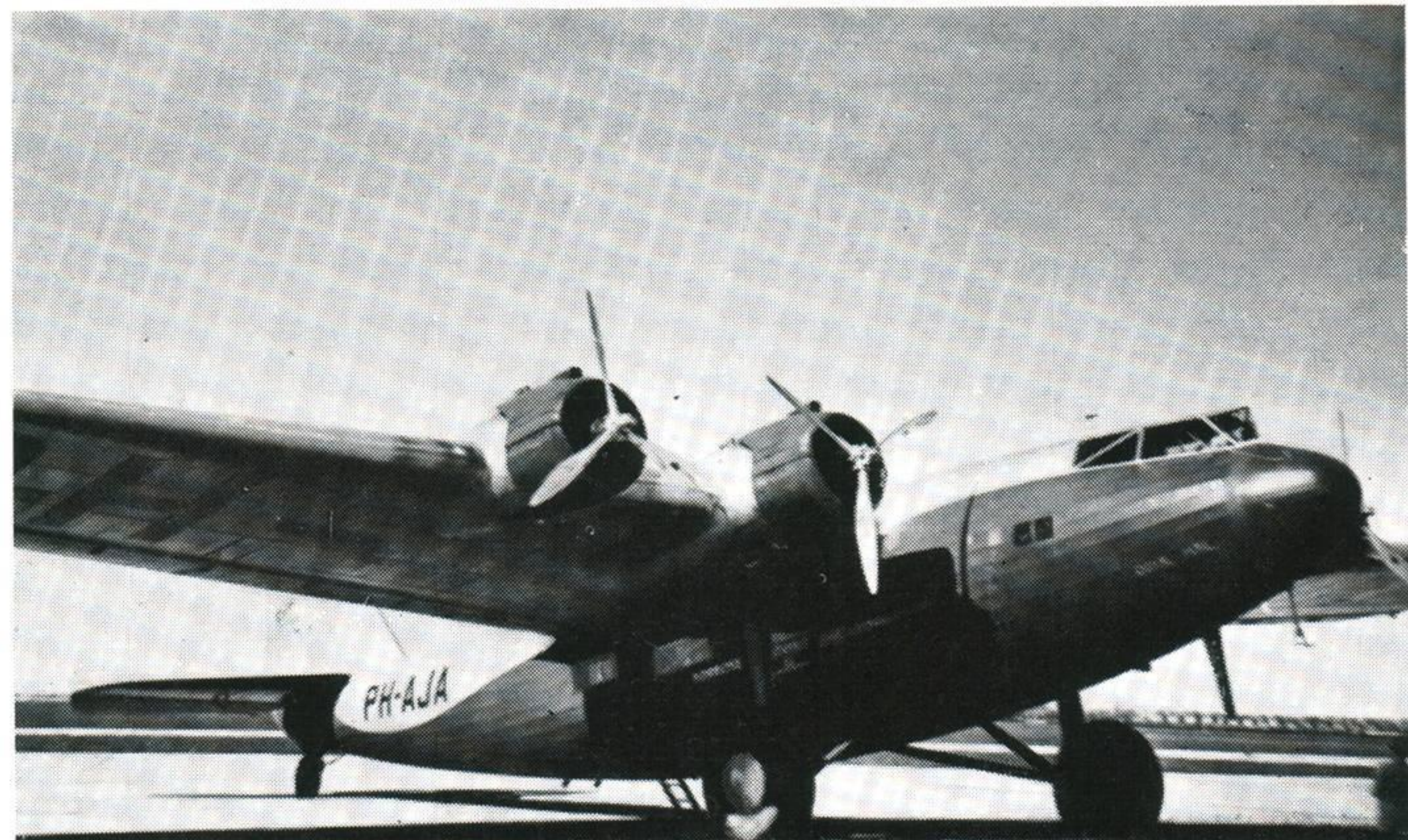
After the DR-1 the outstanding German fighter of WW I, the Fokker D VII, was born. This aircraft completed in January 1918 for a single seat fighter contract and won. This aircraft was a thick winged bi-plane with cantilever wings. The top wing was mounted on cabane struts above the wing. The original model was flown without wing struts but as the authorities did not feel it was strong enough struts were added to all production models. The engine was 160 H.P. Mercedes or 185 HP BMW. The BMW model was sought after by the pilots due to its improved performance.

The D.VII had good performance at high altitude and was easy to fly. The D.VII was slower than the Sopwith Camel or Snipe but could hold its own under all combat conditions and was feared by many an allied aviator when they saw an all red Fokker of the Richthofen's Circus heading for them.

The last of the WW I Fokker to see combat was the D.VIII, a high wing monoplane with the 140 HP air-cooled Oberursel rotary. The early models were noted for wing failures which were due to the authorities demanding the rear spar be stiffened. This prevented the wing from flexing during flight so the spar sheared instead. The company went back to it's original wing and the D-8 began to show real promise when the war ended.

After the war the allies esteemed the Fokker D-VII such a valuable aircraft that under the Armistice all D-VII's were to be surrendered also. At the end of WW I 200 German aircraft were handed over to the American Receiving Commission — 114 of these were Fokker D-VII's.

Fokker returned to Holland in 1919. As he had hidden 220 aeroplanes and 400 engines in sheds all around Schwerin he had to devise some way to get them out of Germany and into Holland. The trains were made 60 cars long so that they could not be shunted on to a siding but had to stay on the main line. Heinrich Mann, transport manager of the Fokker factory, was in charge of operations. Hannover, Salzbergen and Oldenzaal were the hazards. These points were passed successfully. The allied inspectors were informed that



F-36

further south an illegal trains was going across the border. In six weeks they moved 400 aircraft engines, 200 aeroplanes of the D-VII, D-VIII and C-1 and 100 parachutes plus large quantities of steel tubing, copper, steel fittings, rubber tubes, sheets, screws, fabric, etc.

All trains went through the Dutch-German border without any problem as the German customs and railway officials did not like the idea of the allies getting all this aircraft material. So it is no wonder he succeeded in shipping all this equipment to Holland when he had the unofficial blessing of most Germans in high positions. Thus ended the Fokker aircraft until the end of WW I. Fokker aircraft company is still situated at Schiphol, Amsterdam, Holland, and have recently built the F-27 Twin engine turbo prop Friendship.

The name Fokker is one of the oldest names in the aircraft industry. 1911—1963, a total of 52 years. From 1916 to late 1930 it could be classed as one of the outstanding names in Military and Civil aircraft.

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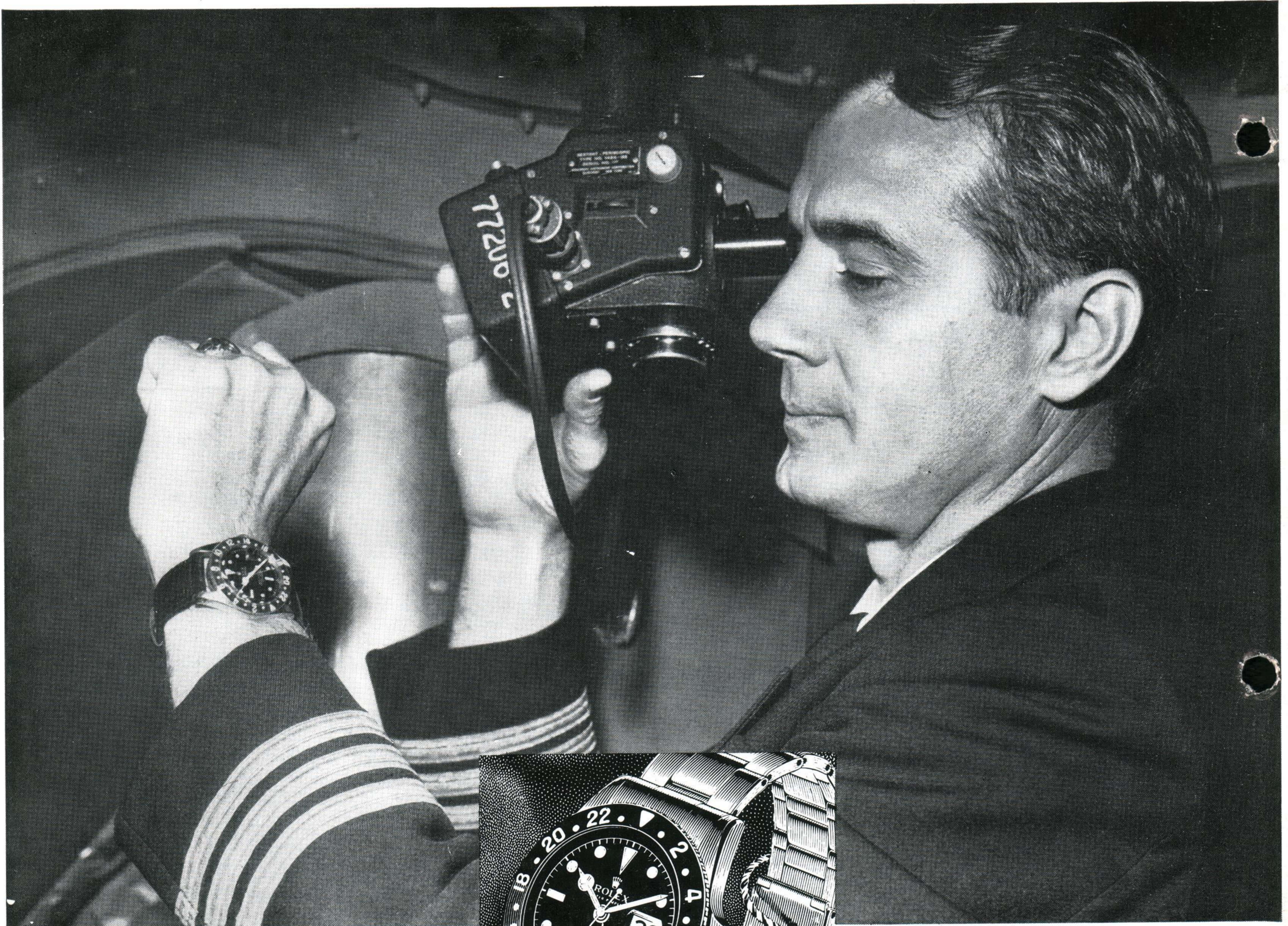
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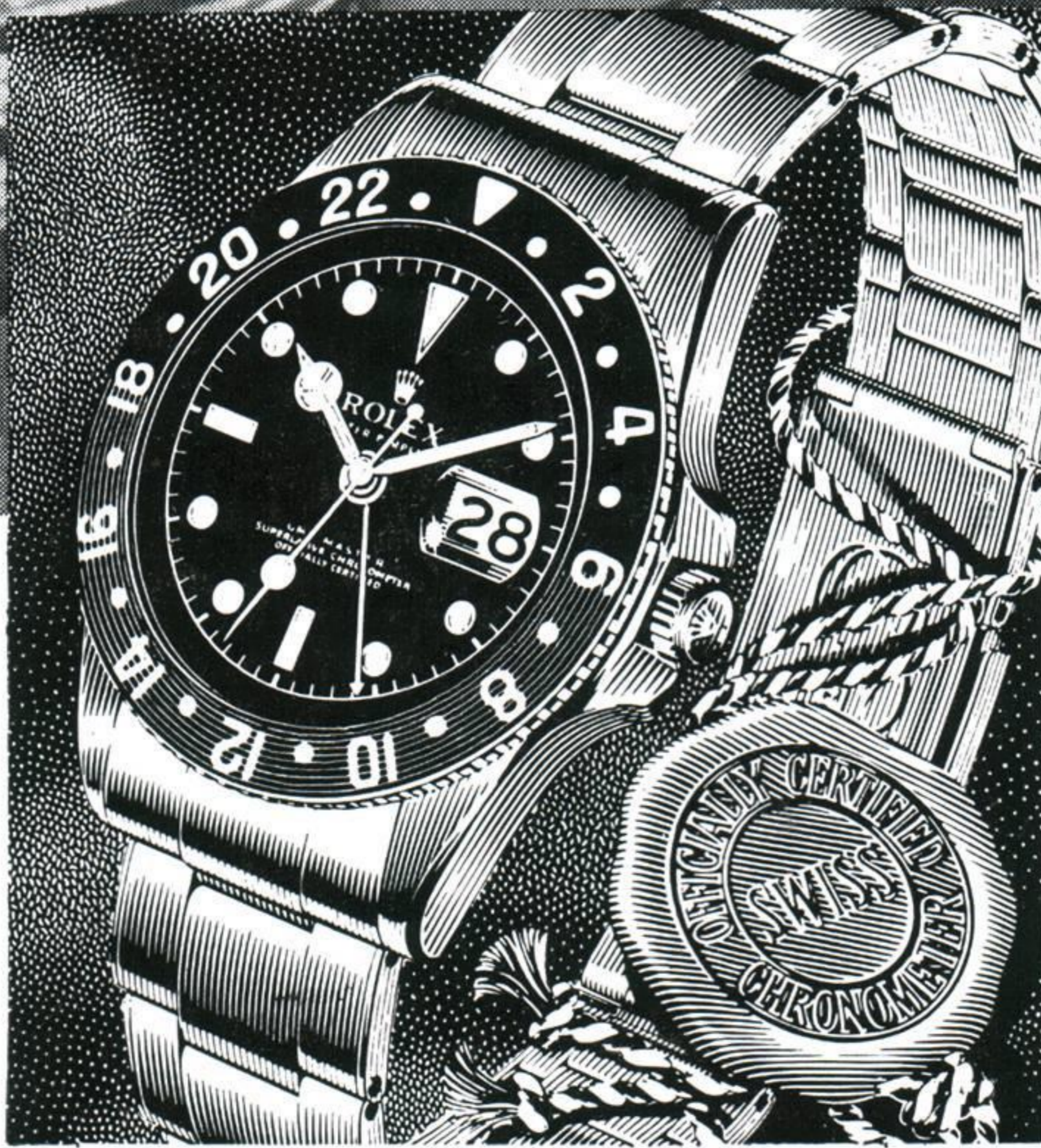
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