

**WARNING**  
PLEASE DON'T LAND  
WITH WHEELS UP

# Reconnaissance

**THE WEATHER**  
365 FLYING DAYS  
IN THE YEAR!

VOL. 1. NO. 1.

OFFICIAL ORGAN OF NO. 4 SERVICE FLYING TRAINING SCHOOL, SASKATOON

TUESDAY, FEB. 18, 1941

## Our Boxers Challenged By Dundurn

### Station Has Topnotch Fighting Talent

Boxing got off to a splendid start last Tuesday night with 11 scrappy bouts that exhibited lots of good fighting form and promised plenty of interesting cards for the future. It was such good boxing, in fact, that the well qualified sports commentator of the Saskatoon Star-Phoenix declared that it was "the most formidable array of boxing talent ever to be assembled in one place in Saskatoon."

The two Australian entries on the card scored notable victories, and we are all looking forward to seeing both Maxie McGowan of Sydney and James Sandlins of Uralla in the ring again soon and matched against more serious opponents. The station would also like to see Corporal Bernard Thomas of Vancouver doing his stuff again. With a well-matched opponent we guarantee he will pack the drill hall.

#### ARMY CHALLENGE

It is understood that as a result of the publicity given to last Tuesday night's bouts here the commanding officer at Dundurn is grooming a stable of boys to send along with a challenge. The local Navy unit is also said to be interested. With what we saw in the drill hall we have no doubt but that No. 4 S.F.T.S. can more than hold its own in the ring.

#### THE RESULTS

The results of the drill hall bouts were as follows:

Ian McPherson, Vancouver, 170, outpointed Frank Sexsmith, London, Ont., 170.

Leon Caverley, Sudbury, Ont., 145, knocked out Doug Roberts, Saskatoon, 141, at 45 in the first round.

Fred James, Winnipeg, 160, outpointed Tony Labrash, Bruno, Sask., 156.

Robert Tomlinson, St. John, N.B., 148, outpointed Seedor Perzan, Sault Ste. Marie, Ont., 148.

James Sandlins, Uralla, Australia, 150, outpointed Otto Bindle, Saskatoon, 150.

George Lane, San Antonio, Texas, 163, defeated James Wilson, Saskatoon, 160. Wilson disqualified for low blow at 1.35 in first round.

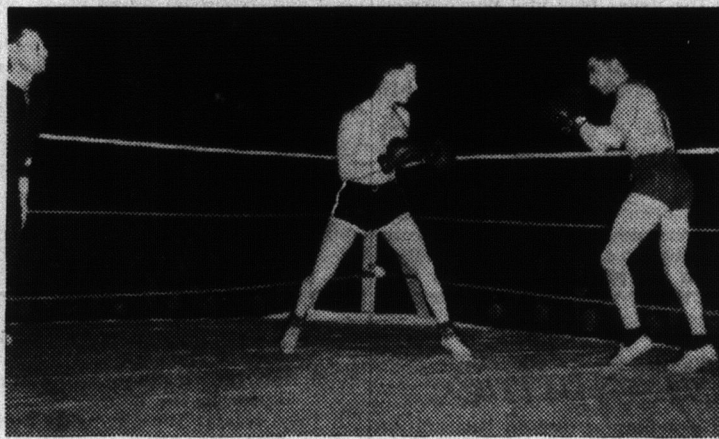
Max Beayle, Redditt, Ont., 137, outpointed Don White, West Palm Beach, Florida, 135.

Maxie McGowan, Sydney, Australia, 130, knocked out Doug Laird, Montreal, 135, at 1.50 in second round.

Tom Gibbons, Yorkton, 160, outpointed George Porter, Windsor, Ont., 158.

Bernard Thomas, Vancouver, 150,

## First Fight Card Shows Lots of Action



—Photo by L.A.C. D. K. Galloway.

Hailed by a Saskatoon sports writer as the finest aggregation of boxing talent ever brought together in one place in Saskatoon, Tuesday night's fight card provided lots of spills and thrills and good, fast clean sport. Above Max Beayle, Redditt, Ont., spars for an opening at Don White, West Palm Beach, Florida. Beayle won the fight on points.

## Urge Airmen to Take Advantage of Sports

### Y.M.C.A. Is Active in Recreational Work

It was the Duke of Wellington, we understand, who once said that "the Battle of Waterloo was won on the playing fields of Eton."

What the Iron Duke meant when he said that must have been very much the same sort of thing that has prompted Group Captain A. D. Bell-Irving to render such enthusiastic encouragement and support to the Y.M.C.A. War Services in their efforts to provide No. 4 S.F.T.S. with an all-round program of sports activities.

Provision of facilities for hockey, basketball, volleyball, boxing, ping-pong, etc., has not been an easy task, but under the direction of Mr. Eric Walling, the "Y" director in camp, and with the assistance provided by the Commanding Officer our station now boasts first-class equipment of all kinds.

Construction of the hockey rink was achieved through the co-operation of all sections of the station. Night lighting has been provided at the rink and already a number of good fast games have been played during the evenings.

In the drill hall a boxing ring has been set up and under the

direction of Corporal McGuire, a pugilist of no mean skill and punch, the station shows signs of developing a stable that Mike Jacobs himself would be proud to own.

The recreation hall houses the basketball and volleyball courts, and both these games are drawing a large number of keen, hard-playing fans. The latest development in sports facilities on the station is the provision of ping-pong tables and equipment.

Ping-pong may not sound like much of a stern and red-blooded game, but its encouragement on this station is due to the value of the game in developing co-ordination of mind and muscle, so very essential to the modern fighting pilot. Ping-pong tables have been placed in the hangars, for the use of pupil pilots between flights, and also in the officers', sergeants' and airmen's messes.

Facilities for other sports activities will be added from time to time; the only limit being the interest and co-operation of those of the station personnel who decide it. The sports facilities of this station belong to YOU—make the most of them!

**THE THRIFTY WIFE**

Collector: "Is your husband at home?"

Blonde: "Why?"

Collector: "I want to collect the installment on that sofa."

Blonde: "Sh! Not so loud. He'll be gone in a minute."

## C.O. Famed As Fighter, Instructor

### First to Incorporate Spins In Training

Twice shot out of the sky in combat and severely wounded, once by the great German fighter Immelman himself, and a third time severely injured while test flying an experimental fighting plane that wouldn't fly, Group Captain A. D. Bell-Irving, commanding officer of No. 4 Service Flying Training School, was also the first man to incorporate spinning as a required sequence in the instruction of Air Force pilots.

There is not a soul on the Station who is not familiar with the keen, hawk-like features of the Commanding Officer, but there are few who are familiar with the amazingly colorful story—and a story hard to get—of this man whose only hobby for the past 25 years has been Service flying.

Group Captain Bell-Irving started his service life as a soldier in World War No. 1, going overseas with the 16th Battalion from Vancouver, in the First Contingent. Overseas he was commissioned a 2nd Lieutenant in the 3rd Battalion of the Gordon Highlanders, and later in France was attached to the 2nd Battalion, Cameron Highlanders.

It was while in France with the Camerons that the youthful Bell-Irving got bitten by the aviation bug and got himself seconded into the Royal Flying Corps as an observer in No. 7 Squadron, then commanded by Sir Cyril Newall. It was in December of 1915, while in this squadron, that his aircraft was attacked by Immelman. Two machine guns were shot out of his

Continued on Page 3, Column 1

## CAMERA FANS— Here's Your Chance!

Every amateur photographer likes to have his pictures published. "Reconnaissance" offers you your opportunity. Pictures of activities around the station—hockey games, boxing bouts, barrack room scenes, etc.—are required for future editions of "Reconnaissance." Pictures of service equipment and plant are, of course, prohibited. Send in your good snaps to the editor now.

# "Reconnaissance"

Official Organ of No. 4 Flying Service Training School

Published by Kind Permission of the Commanding Officer.

SASKATOON, FEBRUARY 18, 1941

## Our First Issue

We present Reconnaissance with the usual fear and nervousness accompanying the first appearance of any publication. Reconnaissance is being launched on a small and modest scale to begin with. We hope to see it a bigger and better publication in the future, and with the interest and support of the Station personnel we are confident that it will be.

Starting out as modestly as we have, it is only natural that space has been at a premium and that many of the contributions we have received from keen, helpful personnel have had to be omitted with the hope that we can present them in future issues.

Publication of Reconnaissance has been made possible through the helpfulness and encouragement of our commanding officer, Group Captain A. D. Bell-Irving, through the interest and co-operation of all those who have contributed, and through the patronage of many Saskatoon business people. To all of them we extend a hearty: "Thank You!"

## Safety in Discipline

Not very long ago we overheard a senior officer on this station remark, apropos of what fortunately turned out to be a not too serious flying accident, that "whenever a regulation is broken somebody usually gets hurt."

The truth of that statement is only too clearly borne out by the regular reviews of R.C.A.F. flying accidents issued by the various training commands. The records show that at least three out of every four accidents are due to neglect or disregard of well-established flying regulations.

Examples are scarcely necessary. Everybody is familiar with cases where accidents have followed deliberate, unauthorized low flying, where collisions have occurred in formations not previously arranged on the ground, or where aircraft have landed with wheels retracted while instructors or students, against orders, have practiced forced landings with the wheels up.

Every accident represents a heavy financial loss and a grave loss in badly-needed flying hours. Every accident represents a negative contribution to Canada's war effort. There are some accidents that are unavoidable; they are few. But where accidents can be avoided through the simple procedure of obeying orders and flying by the rule-book there can be no escape from the conclusion that the more rigid our adherence to discipline the safer our flying will be.

"Safety In Discipline" must be the slogan of every Canadian flier.

## Cessna Twin is Welcome Addition to Our Hangars

### Ancillary Controls Are Operated With Ease

Latest addition to the hangars of No. 4 S.F.T.S., the Cessna T-50 twin-engined trainer has aroused considerable interest among all ranks, ground and flying personnel alike. Minor difficulties of operation, due largely to local winter conditions, have now been successfully dealt with and the Cessna is settling down to the routine of training sequences.

The Cessna twin is built at Wichita, Kansas. It is a five-place job and powered with two 225-horsepower Jacobs engines. While primarily designed as a commercial or private aircraft recent modifications have fitted it for up-to-date military training, and the aircraft reproduces most of the flying characteristics which student pilots will find on operational service twin-engined machines.

Operating features of the Cessna T-50 are admirable. It has a high cruising speed of 191 m.p.h. and a

cruising radius of 750 to 1,000 miles, and can be flown and climbed on either engine without difficulty at all speeds above stalling. Its take-off run is only 520 feet, its landing run 630 feet, with a low landing speed of 55 miles per hour. The Cessna climbs at more than 1,500 feet per minute.

Retractable undercarriage and

When You Are  
Downtown Make  
Your Headquarters  
at the

**Gem  
Cafe**

Dine and Dance in  
The Blossom Room

## Flying Instructor's Lament

"What did you do in the war, Daddy,  
How did you help us to win?"  
"Circuits and bumps and turns, laddy,  
And how to get out of a spin."

Woe and alack and misery me! I trundle around in the sky,  
And instead of machine-gunning Nazis I'm teaching young hopefuls  
to fly:

Thus is my service rewarded, my years of experience paid,  
Never a Hun have I followed right down nor ever gone out on a raid.

They don't even let us go crazy, we have to be safe and sedate,  
So it's nix on inverted approaches, they stir up the C.F.I.'s hate.  
For it's oh such a naughty example, and what will the A.O.C. think!  
But we never get posted to fighters—we just get a spell on the Link.

So it's circuits and bumps from morning till noon, and instrument  
flying till tea.

"Hold her off, give her bank, put your undercart down, you're skid-  
ding, you're slipping"—that's me,

And as soon as you've finished with one course, like a flash up another  
one bobs,

And there's four more to show round the cockpit and four more to  
try out the knobs.

But sometimes we read in the papers of the deeds that old pupils  
have done,

And we're proud to have seen their beginnings and shown them the  
way to the sun;

So if you find the money and turn out the planes we'll give all we  
know to the men

Till they cluster the sky with their triumphs and burn out the Beast  
from his den.

flaps are operated electrically by a simple flip of a switch on the instrument panel, a big advance over the tiresome manual pumping and winding operations necessary on the Anson. Fuse-blowing seems to have been the only fly in the Cessna oint-

ment to date, but experience in operation is gradually eliminating this difficulty. Personnel of No. 4 S.F.T.S. welcomes the Cessna T-50 to Saskatoon and wishes it the best of flying in the future.

## EATON TAILORED UNIFORMS

For Officers of the R. C. A. F.

IMPORTED English "Barathea," cut by hand and tailored to strict specifications. Excellent quality woollens at moderate prices.

The Uniform	Extra Slacks	Wings
<b>\$48.50</b>	<b>\$11.00</b>	<b>\$1.50</b>

### GREATCOATS

Tailored from English melton cloth—a firm, splendid weight material . . . . . **\$59.50**

Forage Hats, \$7.25 Hat Badge, \$2.75

**T. EATON CO LIMITED**

## C.O. Is Named as Fighter, Trainer

Continued From Page One

hands and Bell-Irving was severely wounded.

After leaving hospital in London the young observer determined to pilot his aircraft himself, went to Farnborough and learned to fly on a Morris-Farnam. He returned to France in May, 1916, with No. 60 Squadron, commanded by Lieut. Charles Portal, now Sir Charles, Chief of the Air Staff. In the same squadron, which consisted of single seater Morane and Nieuport fighters, was the great English ace, Ball.

November of the same year saw our commanding officer again shot down, after chalking up a few enemy scalps to his credit. Group Captain Bell-Irving refuses to discuss his own victories: "I am afraid," he says, with a modest twinkle in his eye, "that I might be tempted to exaggerate."

Emerging again from hospital in London he found himself called to the great British training school at Gosport, where he was posted as Chief Flying Instructor. Here he was confronted with the task of developing a standard system of pilot training. Under his supervision the now universal system of inter-cockpit speaking-tube communication was introduced, instructional sequences were developed and standardized. There are few people on the Station, perhaps, who realize that the "Gosport System" of pilot training, now used throughout the world, was very largely the handiwork of Group Captain Bell-Irving.

In August of 1917 he met with his third serious mishap. He still cannot remember exactly how it happened. It was the first test flight of an experimental fighting plane, and it was also the last. "It just wouldn't fly," Group Captain Bell-Irving recalls, so the model was scrapped.

Crutches kept him grounded for a spell, but following the war Group Captain Bell-Irving was in the air again with the first private pilot's license issued in Vancouver. Active from then on in Coast aviation, he was commissioned in 1932 to form No. 11 A.C. Squadron, Auxiliary, now the 111th C.A.C. Squadron, and was made a member of the Honorary Advisory Committee of the R.C.A.F.

He was appointed a Wing Commander of the staff of the Western Air Command on the outbreak of war in September of 1939, promoted to Group Captain and posted to Headquarters in Ottawa in June, 1940. After spending a few months at Camp Borden and other stations he came to Saskatoon on September 4 last to take command of No. 4 S.F.T.S., a station which is already being recognized as one of the most efficient training centres of the Commonwealth Air Training Plan.



GROUP CAPT. A. D. BELL-IRVING, Officer Commanding No. 4 S.F.T.S., through whose kind permission "Reconnaissance" is published. It was at Group Captain Bell-Irving's suggestion and through his interest and encouragement, that publication of this journal has been made possible. To our able Commanding Officer we say: "Thank you, Sir."

## People Are More Fun Than Anybody

### WHY F.O. MACKLIN'S FACE IS RED

Fire engines are red.  
Newspapers are read.  
Newspapers cost two cents.  
Two and two is four.  
Four by three make twelve.  
Twelve inches make a ruler.  
Queen Mary was a ruler.  
Queen Mary is also a ship that sails the high seas.  
The high seas are full of fishes.  
Fishes have fins.  
Finns hate the Russians.  
Russians are red.  
F.O. Macklin is always rushin' somebody or other.  
That's why F.O. Macklin's face is red!

### THREE CHEERS FOR FREE BEERS

Tuesday night's bouts in the drill hall brought down the house over and over again, but we have yet to hear anything to compare with the vociferous cheering that welcomed the Commanding Officer's generous announcement that free beer would be served to all in the men's canteen.

### DEFINITIONS

Forty-eight—An ancient privilege, granted to hard-working Air Force personnel, which consisted of forty-eight hours respite from duty for purposes of relaxation and rest. The custom of granting this privilege persisted up until comparatively recent times and can still be remembered by some of the older veterans of the service.

## Who Works on the Station?

In the orderly room, we toil and sweat,  
And all for what? It's a pain in the neck,  
Our 48's are scarce and few,  
As there's always so much for us to do.

The only other place where they work that I know,  
And that's maintenance, with the planes in a row,  
But even at that when you walk around,  
You can always see someone lying down on the ground.

I.T.S. just fly all day,  
Like the tiny birds in the month of May,  
And when they come down from an hour's flip,  
The weather was bad, had a very hard trip.

G.I.S. is just the same,  
You would almost think they were crippled or lame,  
The way they loaf around all day,  
But they all come running the very next pay.

We should have started to work in stores,  
'Cause all they do is a few odd chores,

And then they sit at night and say,  
Oh how hard we worked today.

And then there's workshops the easiest of all,  
You would often think they were having a brawl,  
The way they laugh and play about,  
But they really can work when the O.C.'s not out.

## PLEASE PATRONIZE OUR ADVERTISERS!

We all appreciate the goodwill and interest of the Saskatoon business people, who through their advertising have made publication of "Reconnaissance" a possibility. You can show your appreciation by making a mental note of the advertisements appearing in this issue, and when next on a shopping tour, or looking for a good meal in town, by directing your patronage to those who have patronized us.

In Business Since 1911

# AIR FORCE UNIFORMS

For

## Officers and Services

TAILORED TO ORDER

FIT GUARANTEED

We Stock "Regulation"

TOPCOATS

SHIRTS

HOSIERY

GLOVES

Smartly Cut by Expert Military Tailors to Exact Government Regulations

# Caswells

THE Store For MEN

## The Canadian Bank of Commerce

SASKATOON

Offering a Complete Banking Service

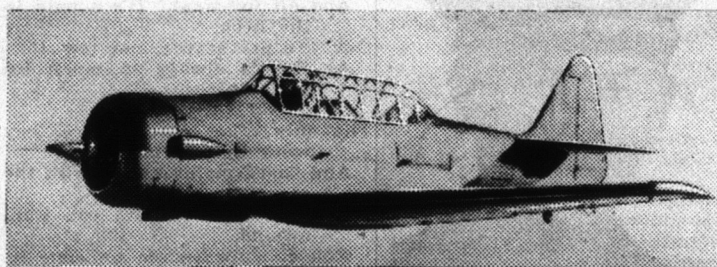
T. O. SEWELL,  
Assistant Manager

J. W. McMARTIN,  
Manager

## GET YOUR FLIGHT NEWS IN EARLY!

It is the intention to publish "Reconnaissance" once every fortnight. Flight reporters, or anyone wishing to contribute notes of interest or other material, are urged to get their copy in early. File all copy, pictures, etc., with Mr. Eric Walling, "Y" director, at his office in the Recreation Hall.

## We're Sorry to See Them Fly Away



One of the saddest developments at No. 4 S.F.T.S. since its inception has been the departure of our beloved Harvards, one of which is shown above in flight, for other training centres. Air and ground personnel alike are sorry to see them go, and can only trust that some day they will come back to us again.

# The Airman's Hymn

When the last long flight is over,  
And happy landings are past,  
When my altimeter tells me  
That the crack-up comes at last,  
I'll point her nose at the ceiling  
And I'll give my crate the gun,  
And I'll open her up and let her zoom  
To the Airport of the Sun.

And I think that the God of flying men  
Will smile at me kind of slow,  
As I stow my crate in the hangar  
On the field where flyers go.  
And I'll look on His face as He greets me  
The Almighty Flying Boss,  
Whose wingspread fills the heavens  
From Orion to the Cross

Then I'll look all around me in wonder  
As their greetings fall on my ears,  
Those who passed unafraid to the twilight,  
In the mist of forgotten years,  
From the battle-shocked airways of Flanders,  
From the ocean's cold merciless breast,  
From the pole, or the glare of the southlands,  
Flyers' voices bidding me rest.

There'll be Hinchcliffe, Nungesser and Coll,  
And brave little Eva McKay,  
Who flew to the West in the sunshine  
Of a sleeping yesterday.  
There'll be Richtofen chatting with Barker,  
With young Roosevelt and Ball standing by,  
And they'll welcome me home in the morning  
To the Airport of the Sky.

There'll be others who'll wave me a greeting,  
Maybe Alcock or Hawks, who's just gone,  
Perhaps Amelia will say, "Hello Flyer,"  
As I stand in the glorious dawn.  
Kingsford-Smith, with McCudden and Andres,  
Will be laughing o'er days that are past,  
And they'll give me the wave "Happy Landing,"  
When I come to the crack-up at last.  
There'll be Amundsen, Post, and Will Rogers,  
There'll be hangars that will glitter like gold,  
There'll be hangars where grease never enters,  
There'll be motors that never grow cold.  
There'll be ships there for Ed. Rickenbacker,  
And for Bishop when day's work is done,  
And I'll join in the welcome we'll give them  
To the Airport of the Sun.

G. BLACKSTONE FIELD,  
Captain, Canadian Engineers.

Saskatoon, Sask.

### A LA CHURCHILL

Flight Lieutenant Fee to Flight Lieutenant McKnight, overheard shortly after the end of the month: "Never in the history of human conflict have so few owed so much to so many."

## "A Good Place to Shop"

Everything for Men—at prices you will like!

The Gillespie Big 22 Ltd.

## Harvard Likened To Sensitive, Lovely Lady

### No Aircraft Ever Won So Much Affection

If anyone ever doubted that an aircraft has a personality all of its own he need only listen in to the sentiments of regret and sadness expressed throughout the station when the news came that our Harvard aircraft, the trim and noisy little darlings of the field, were to be taken from us and sent to another training centre.

Maybe it was the "cut of their jib"; maybe it was their saucy blatt of engine, or the way they handled in the air; whatever it was the Harvard found for itself a place in the affections of all airmen, pilots and ground crew alike, that few other aircraft have ever enjoyed.

The Harvard was an "enjoyable" aircraft. Instructors enjoyed the task of instructing on them; students enjoyed learning to fly them; even the maintenance men, despite their good-natured grousing, enjoyed keeping them fit for flight—and a fine job they did of it, too.

In every respect the Harvard was like a jewelled watch, a thing of precision and beauty, an aircraft to swear by, a sensitive craft with a heart and a soul. Like a lovely woman, it required to be handled gently but firmly; and like a lovely woman, too, it won the devotion it deserved.

We can only hope that someday the Harvards will come flying back to Saskatoon.

Boys!  
don't forget...

The Best Food Is Served at the

## Elite..

Dine and Dance at Our Blue Room

## Station Movies

THURSDAY, Feb. 20: Children of the Big House, starring Bette Davis and Pat O'Brien; with shorts: Bali, Paradise Isle, New York World's Fair, and Flip the Frog Cartoon.

### ISMS—

SOCIALISM—You buy two cows. You give one to your neighbor.

COMMUNISM—You have two cows. You give two cows to the Government which Government gives you part of the milk.

FASCISM—You have two cows. You keep both cows, and give the milk to the Government, which lets you buy part of it back.

AMERICAN NEW DEAL—You have two cows. The Government shoots one cow, buys the milk from the other, and pours it down the sewer.

NAZISM—You have two cows. The Government shoots you, takes the cows and sells the milk.

CAPITALISM—You have two cows. You sell one cow and buy a bull.

SOCIAL CREDITISM—The Government shoots the bull.

# CAPITOL

NOW PLAYING

Marlene DIETRICH

# SEVEN SINNERS

ADDED

CANADA CARRIES ON "GUARDS OF THE NORTH" The Inside Story of Canada's Troops in Iceland Novelty - Cartoon - News

COMING SATURDAY

"GONE WITH THE WIND"