

Schwarzwald- Flieger



SCHLOSS EBERSTEIN (COVER STORY PAGE 1)

PUBLISHED BY
4 (F) WING RCAF



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Schwarzwald-Flieger

(Black Forest Flyer)

This magazine is published monthly as a Station Non Public Fund Activity through the kind permission of Group Captain B. E. Christmas CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany.

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A Word from the Commanding Officer

June has been a busy month for everyone on the Wing, and I have been waiting for an opportunity to say a word or two to you all about the happenings of the last few weeks.

On June 17th I was proud to accept on your behalf the Wing Efficiency Trophy from the hands of A/V/M Kerr, the AOC of Training Command. As our AOC, A/V/M Hugh Campbell explained on the parade, Training Command has donated this trophy, to be presented every six months to the wing adjudged by 1 Air Division to be the most efficient during that period.

This occasion marked the first awarding of the trophy, and it is very satisfying that 4 Wing has been chosen as custodians for the next six months. I know that you will all want to work towards keeping it on the wing.

I should like to congratulate each one of you for your individual contributions to the wing's efficiency rating, my only regret being that I cannot share the credit as I had just assumed command when the period under review (1 Nov 54 to 30 April 55) came to an end.

Exercise "Carte Blanche", which started the weekend of the 19th was, I feel, a real test of our effectiveness as an operational unit. The wing worked hard and was able to accept every task that it was asked to perform. At the end of the eight days we were still going strong. I considered that the wing had given a good account of itself, and is prepared should the real need ever arise.

During an exercise of this kind it is difficult to keep everyone in the picture on what is happening minute to minute; however I hope it will be a consolation to those who weren't fully in on everything to know that we have learned many lessons, some small, some large, but all equally important when applied to our plans. Briefly we can say that our degree of preparedness has improved because of experience gained during "Carte Blanche".



This Month's COVER STORY

Photo:
Gebr. Metz, Tuebingen

Schloss Eberstein

Occupying a commanding position on a cliff high above the River Murg, Schloss Eberstein is another popular venue for Canadians with a weakness for old castles, scenic views and a glass of German wine.

Originally built in the middle of the thirteenth century, the castle is now owned by Markgraf Berthold of Baden, brother-in-law of the Duke of Edinburgh.

Built by the Counts of Eberstein, the property came into the possession of the House of Baden when the last member of the Eberstein family died in 1660, leaving heavy debts unsettled.

When the Markgraf took over the castle, it was remodelled and became the family's favourite summer residence. The imposing Knights Hall, which had been

used as a blacksmith's forge, was restored to its former splendour, and is now used for formal receptions and concerts.

One of the romantic legends concerning Schloss Eberstein is recorded in a painting on the outside wall of the Trinkhalle in Baden-Baden. It is entitled the Grafensprung, and recalls an incident back in the castle's history when one of the Counts of Eberstein made a death-defying leap on horseback down the steep cliff towards the river to escape from one of his enemies, whose soldiers were besieging the place.

Open to the public all day long during the summer season, Schloss Eberstein possesses a collection of mediaeval weapons and suits of armour, while in the courtyard stands a stone crucifix dating back to 1464 which was bought by one of the dukes from the Monastery in Herrenalb.

From the top of the tower a remarkable view of the Murg valley and the surrounding Black Forest hills awaits the energetic visitor. Descending again to the terrace below the restaurant, you can enjoy a glass of locally produced Eberblut (Boar's blood), made from the grapes growing on the slopes below the castle.

Also in the vicinity are the duke's garden house, a small chapel which is erected on the spot where in 1400 a hermit is said to have seen St Mary, and the main entrance to old silver mine workings, which were started in 1758 by some misguided miner.

NEWS BREVITIES



More for the collection — This most important addition to the Wing's collection of trophies and awards was accepted by the Commanding Officer on behalf of the station on June 17th. Presented by Air Vice Marshal Kerr, AOC of Training Command, the Wing Efficiency Trophy is a new award made every six months to the most efficient Wing in the Air Division. We can't think of any more appropriate place for it start its travels than Baden-Soellingen.

Officer Promotions

The "Flieger" congratulates

Wing Commander E. N. Henderson
Wing Commander H. N. Winter
Squadron Leader G. A. Woolley
Flight Lieutenant R. G. Little
Flight Lieutenant D. F. Stewart
Flight Lieutenant M. Davies
Flight Lieutenant A. B. McLeod

on their July 1st promotions.

F/L Stewart left for Canada on July 1st, and F/L McLeod is away on course at No 3 (F) Wing but is due back at the end of the month.

On Friday, June 17th, at a Wing parade, the Air Officer Commanding Training Command, AVM Kerr, presented the Wing Efficiency Trophy to No 4 (F) Wing. The trophy, which is awarded for efficiency in all phases of Wing operations and training, was handed over to the Commanding Officer for retention during the next six months. It will be competed for by the various Air Division Wings on a semi-annual basis.

The Station Rifle Team won the Air Division Rifle Competition on June 13th in a keen contest between teams from Air Division Headquarters, 30 AMB, and all the Fighter Wings. Three airmen from this station are slated for a trip to Canada during August to compete in the Queen' Medal Rifle Competition, which will take place on the Connaught Ranges near Ottawa.

Exercise Carte Blanche, the largest NATO Air Exercise ever held, was staged from 20th to 28th June, and involved over 3,000 British, USAF, Greek, Dutch, Italian, French, Belgian and Canadian aircraft. 335 Squadron of the Royal Hellenic Air Force spent ten days at this wing, operating throughout the exercise in their fighter-bomber rôle.

A party of twenty-three Canadian members of parliament are due in to see us in the next few weeks. No definite date on their arrival at the moment.

With Summer half over, the battle for PMQ window screens is entering its final phase. Approved in principal, the matter has been turned over to the procuring authorities for further procrastination. The first screens may with luck be installed in time to catch the last mosquitoes of the season, before winter closes in on us.

Make Money with Your Pictures

Air Division Headquarters are looking for pictures for their new book of souvenir photographs, now in course of preparation.

Intended as a pictorial history of the Air Division from its arrival in Europe right up to August 1955, its pictures will cover activities on all the Fighter Wings, besides 30 AMB and Air Division Headquarters.

A team of civilian photographers will be making the rounds of all RCAF units in Europe, making documentary shots for this purpose. The photographic sections at each station are now busily leafing through their files, picking out negatives of past events and items of interest for inclusion.

Amateur photographers are being asked to send in their best pictures too, and prizes are to be awarded to those accepted for publication. So here's your chance to dig out those old negatives of your trip to Rabat, or your TD weekend in Paris, and use them to gain a little return on that expensive camera investment.

There is no limit to the choice of subjects, as long as they have a bearing on the RCAF in Europe. Send your pictures, together with captions and negatives, to the PRO, Flying Officer Nelson. We will have large glossy prints made up, and will make sure your negatives get back to you intact and without damage.

There is no word yet on the financial return to be expected from your entries, although we can be sure it won't run to any large sum. But we think it would give us a nice feeling to thumb through the pages of this souvenir book and point out casually ". and that's mine, there".

Why not give it a try?

Our own "Flieger" Editor-in-Chief, Flight Lieutenant Vinish, is away on TD for a few weeks, acting as an Air Force adviser to the civilian photographers during the preparation of material for the book.

(The following article was written by Miss Angelica Karakoulaki, a news correspondent from the Greek National Radio, who was one of three Greek correspondents accompanying No 335 Squadron, Royal Hellenic Air Force, which operated from No 4 Fighter Wing during Operation "Carte Blanche").

THE GREEK TIGER SQUADRON

Behind the 335 Tiger Squadron there is a more colourful history than its insignia. Back in the war years of 1941 to 1944, the Western Desert and Italian skies heard its roar. It was originally formed in the Middle East in 1941. With battle-worn R.H.A.F. pilots, escaping German captivity, it was first equipped with R.H.A.F. supplied Hurricanes.

Together with 336 Fighter and 13 Bomber Squadrons, R.H.A.F., 335 went shoulder to shoulder with R.A.F. sister squadrons through the North African and Italian campaigns.

It was in the meantime successively re-equipped with Spitfire 1s and 5s, and flew back to liberated Greece in November, 1944 on the wings of Spitfire 9s.

Very little post-war time was allowed to 335 to consolidate; soon it had to go into battle against communist guerrillas.

For this particular purpose the squadron was re-equipped with clipped wing Spitfire 14s.

The latest era of 335 started in 1953, when it got its new F-84Gs, and went into thorough re-training of its pilots.

Pilots! As you come to think of it, no one of them today was with 335 in its original appearance in the desert. The men who kept its wings up all these years are either too high in rank to serve with it any more, or have "flown too high to the stars through adversities".

The toll of casualties has been high, but so has been the reputation of that squadron.

After all, this is the fate of every squadron. Its men to pass; its name, which is their work, to remain.

335 Squadron is now commanded by Flight Lieutenant Thomas Mitsanas. The measure of his success with 335 is plainly given by the fact that he can keep the squadron on its toes, and still be extremely popular with all its pilots. Incidentally, he has the highest gunnery, rocketery and bombing squadron.

Exercise "Carte Blanche" was 335's first occasion for a direct contact with R. C. A. F. In spite of the fact that



Two pilots from 335 Squadron idle away the time between sorties with two 4 Wing pilots over a few hands of cards during exercise "Carte Blanche". The Greek pilots carried out pin-point low level bombing and rocket attacks against "enemy" targets, despite difficult conditions throughout the exercise.

Number 4 Wing is an ADF unit, every pilot has been highly impressed by the effectiveness with which this wing prepared and conducted their fighter-bomber operations.

But most of all they appreciated the friendliness and warm hospitality of this station. They said they really felt at home here. And I think this must be the most precious gain of this exercise, or any other, for allies and people from different countries, to feel so much at home with one another.

(Editor's Note; This article is taken verbatim from Miss Karakoulaki's original text have you ever tried writing Greek?)

REVISED LENGTHS OF TOUR IN EUROPE

New instructions concerning lengths of European tours now stipulate a straight two year period for single airmen and airwomen, with the option of a twelve month extension.

Single aircrew officers serving on a five-year Short Service Commission will serve a standard three years over here.

Married personnel whose families remained in Canada will in future be liable for a two-year stretch, instead of one as previously. If you come under this heading, and have served more than eight out of your twelve months tour by October 1st, you are still eligible for the shorter period. That is, anyone arriving in Europe after January 1st can settle down to a two-year stay.

Married personnel whose families are over here with them will have to hunt up very good grounds for extending their three-year stretch. Definite service requirements, strong compassionate grounds or pregnancy of dependents (over six months on repat. date) are the only valid reasons. There is a six months limit to such extensions.

HOUSING SURVEY

A housing survey in connection with the cost of living for Canadian servicemen in Europe has just been completed amongst living-out personnel of No 4 (F) Wing.

Seventy-five families completed questionnaire forms outlining current rental charges in nearby towns, facilities available, transportation expenses to and from the airfield, and other items which enable the Bureau of Statistics to decide how much the average Canadian can expect to be out of pocket whilst serving in this part of the world.

THE PRICE OF GLORY

The award of the Lloyd Chadburn Air Firing Trophy to No 4 Wing brought a certain amount of favourable publicity in our direction. A few weeks later it also brought a bill for \$100 from No 1 Air Division, this amount being our share of the cost of the trophy.

All the Fighter Wings have been asked to contribute a similar amount, with Air Division Headquarters shouldering the heaviest share \$101.



AIRMAN OF THE MONTH

Cpl
Bob White

For July we have chosen Cpl Bob White, vice-president of the Corporals' Club, as airman of the month. Cpl White's beaming good natured smile and ready wit are well known around 4 Wing, and it is little wonder that he gathers numerous friends.

Bob was born in Melville, Saskatchewan on February 7th, 1933. In his younger days he was very active in the Boy Scout Movement, starting out as a Tenderpad Cub and finally achieving the Sovereign's award of King's Scout. After completing Grade 11 at school, Bob joined the RCAF Reserve in June 1950. Later on in October 1951 he had made up his mind about a Service career, and entered the Regular Force as a Munition and Weapons Technician.

On completion of M&W training, Bob's first posting was to 442 Auxiliary Squadron, Vancouver, where he spent four months of his career before joining 441 Squadron at St. Hubert, Quebec. He accompanied 441 Squadron overseas, arriving at North Luffenham, England in February 1952. It was while serving with this squadron at North Luffenham that Bob received his Corporal's hooks. After nearly a year and a half in England he was transferred to the Wing Armament Section here at 4 Wing, where he arrived in July, 1953.

Bob's overseas tour eventually expired and he was in due course repatriated to Canada. Once back home, he re-mustered from the M&W side of the armament trade to Armament Systems. On completion of his new course at Camp Borden, he again elected to come overseas. By the Grace of the Almighty and DPC he arrived back at 4 Wing in January of this year, much to the delight of his many friends still at the unit who had known him on his previous tour.

Since his return Cpl White has again taken up his duties in the Wing Armament Section. This time, however, he is working in the Systems Shops, where he serves as a most valuable and popular NCO i/c Armament Systems Aircraft Inspection Crew.

Bob had hardly set foot back here on the base when he was elected to the position of Vice President of the Corporals' Club. We need scarcely mention the part which Bob's initiative and energy has played in the success of the many Club activities.

Very recently Corporal White and LAW Rosemarie Bolding of the Wing Accounts Section announced their engagement. Rosemarie is returning to Canada at the end of June, and Bob hopes to return on leave to wed Rosemarie late in December.

We know that Bob and Rosemarie have the good wishes of everyone at 4 Wing in their forthcoming wedding plans, and we take this opportunity of wishing Bob a long and successful career in the RCAF.

Autobahn Extension in Progress

Many Canadians will have noted with interest the continued progress being made on the new sections of the Karlsruhe—Basel Autobahn, which passes within a mile or two of No 4 Wing.

A few facts published lately in the local press give some indication of the future plans regarding extensions to the German super-highway system, and the cost to the German taxpayer which is involved.

34,000,000 DM will be spent during 1955 in the province of Baden-Württemberg. Of this sum, 19,900,000 DM is earmarked for completion of the portion from Ettlingen to Baden-Oos, 2,900,000 DM for a stretch north of Basel, and a further slice of 12,500,000 DM will go towards construction of the section through the hills between Stuttgart and Ulm.

Several large construction bases have already gone into operation along the planned routes, and a new office for the Autobahn commission has been opened in Rastatt.

Of 600 kilometres of Autobahn slated for completion during the next ten years, only 96 kilometres will be located in the Baden-Württemberg region. The new highway from Ettlingen to Offenburg measures 68 kilometres, and the programme calls for its opening in 1966.

Bridges and embankments are first constructed, then

the road base. The final surfacing is applied last of all along the whole new stretch.

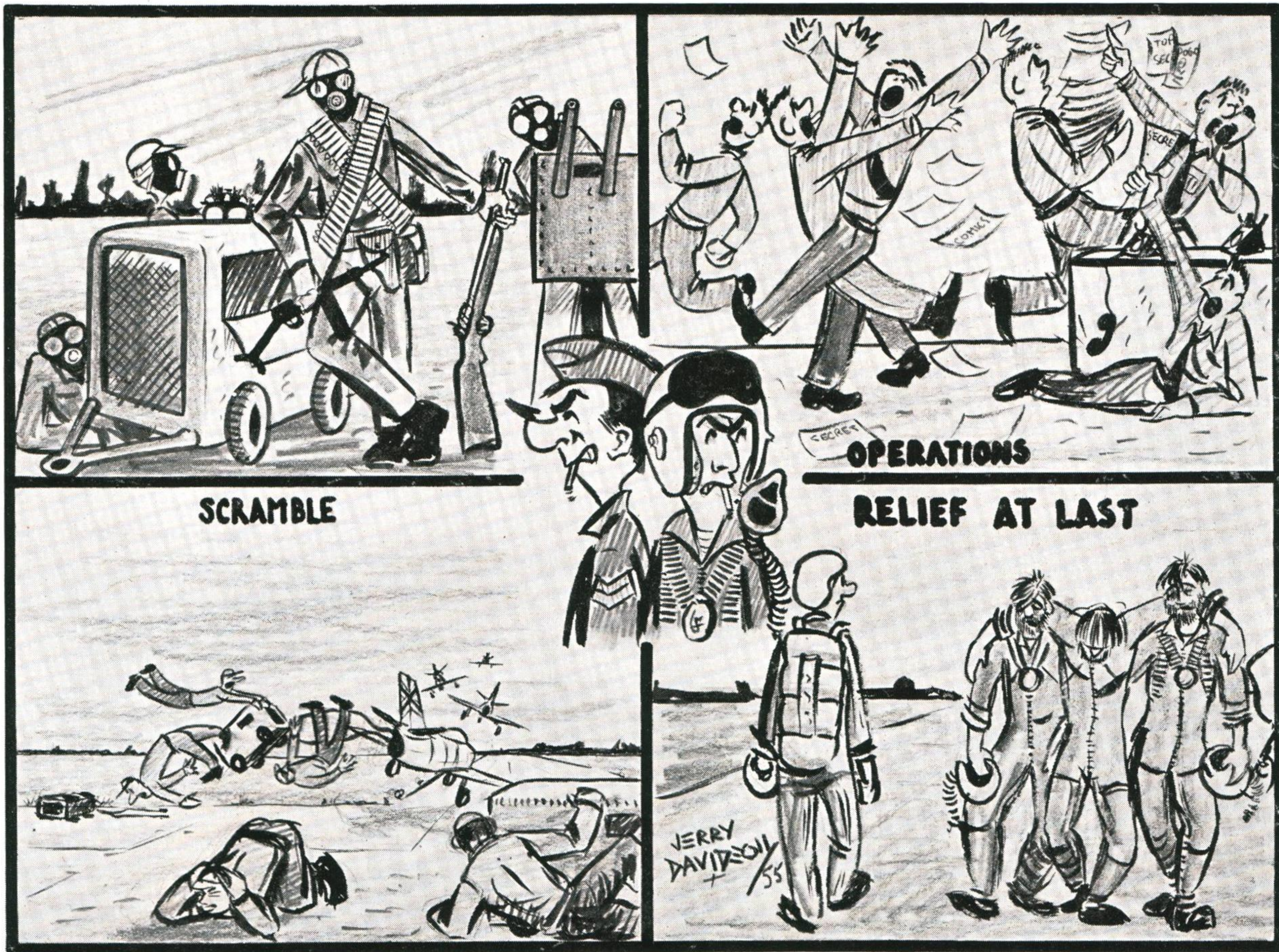
At present the heaviest traffic load in this province is borne by the Autobahn between Mannheim and Heidelberg, with a density of 30,000 vehicles daily. Experts predict an increase of fifty per cent over this figure during the next two or three years, and for this reason it is planned to widen the standard Autobahn, and leave eight feet of firm shoulder at each side. This may be used for parking to begin with, but will later be surfaced, making each side of the Autobahn wide enough for three lane traffic.

Construction of the German Autobahn system was started in 1936, and a network covering almost the whole country had been completed or partially finished by the time the War called a halt in 1940.

Since copied by a number of countries, the autobahn was regarded as one of the remarkable technical achievements in pre-war Germany. Although thought by some to have been planned by the Hitler government as a wartime communications and transport network, the autobahn was in fact the only solution to the country's traffic congestion problem caused by the inadequate highways then in existence.

Shown on all road maps as a double red line, the autobahn is your best bet for rapid point-to-point travel in Germany.

OPERATION "CARTE BLANCHE"



While the Intelligence forces throughout the Air Division are totalling-up, analysing and summarising the results of Exercise "Carte Blanche" in readiness for a full-

scale report and de-briefing, our artist, Flying Officer P. G. Davidson, has filled in a few of the gaps with these documentary impressions of 4 Fighter Wing at war.

Prisoner Dies in Station Guardhouse

The first case to be reported of a prisoner dying in the Station Guardhouse occurred last month. Apprehended whilst attempting to gain entry to the airfield late at night, a baby fox about three weeks old was escorted to the Guardhouse by the Air Force Police.

Receiving the same care and attention which all customers at the Crowbar Hotel enjoy, the animal thrived on

steaks and titbits from the prison rations for two or three weeks.

Finally tiring of this life of ease, he attempted to leave one night and return to his unit, and unfortunately strangled himself in the wire netting of his box in the process.

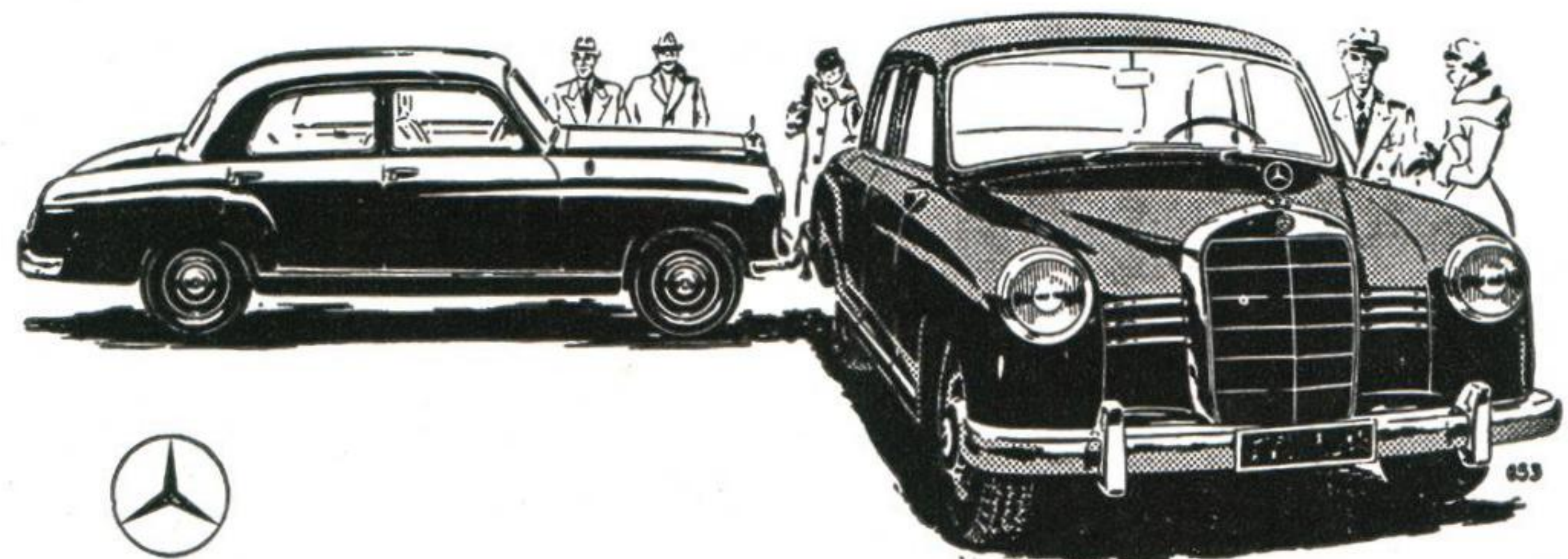
He was buried with full military honours.

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MERCEDES-BENZ

Spotlight on your TELECOM SECTION

by F/C Frank Russell and LAC Chris Black

Undoubtedly many of you have walked down the hall of building 9, and as you progressed from door to door you have heard the incessant patter of dits and dahs, clicks and clacks, "number please", the "yes, Sirs" and "no, Sirs". This is your Telecom headquarters, the nerve centre of the station. Perhaps you have also visited such places as the transmitter building, the GCA site, the Hangar workshops or the VHF Site, all of which are integral parts of the section.

The Radio Room, situated in Building 9, contains various types of equipment which transmits and receives

both point to point and air/ground messages, the latter being used more frequently in the RCAF. The use of wireless telegraphy, which requires little or no explanation, has dwindled considerably in the past few years, having been replaced by speedier and more efficient equipment. In spite of this, it will not be replaced 100%, but will assume the secondary role of back-up, should an unserviceability or state of emergency arise. In the same building is the Teletype Room, or Message Centre as it is commonly called, which plays a major role in the handling of both incoming and outgoing operational, administrative



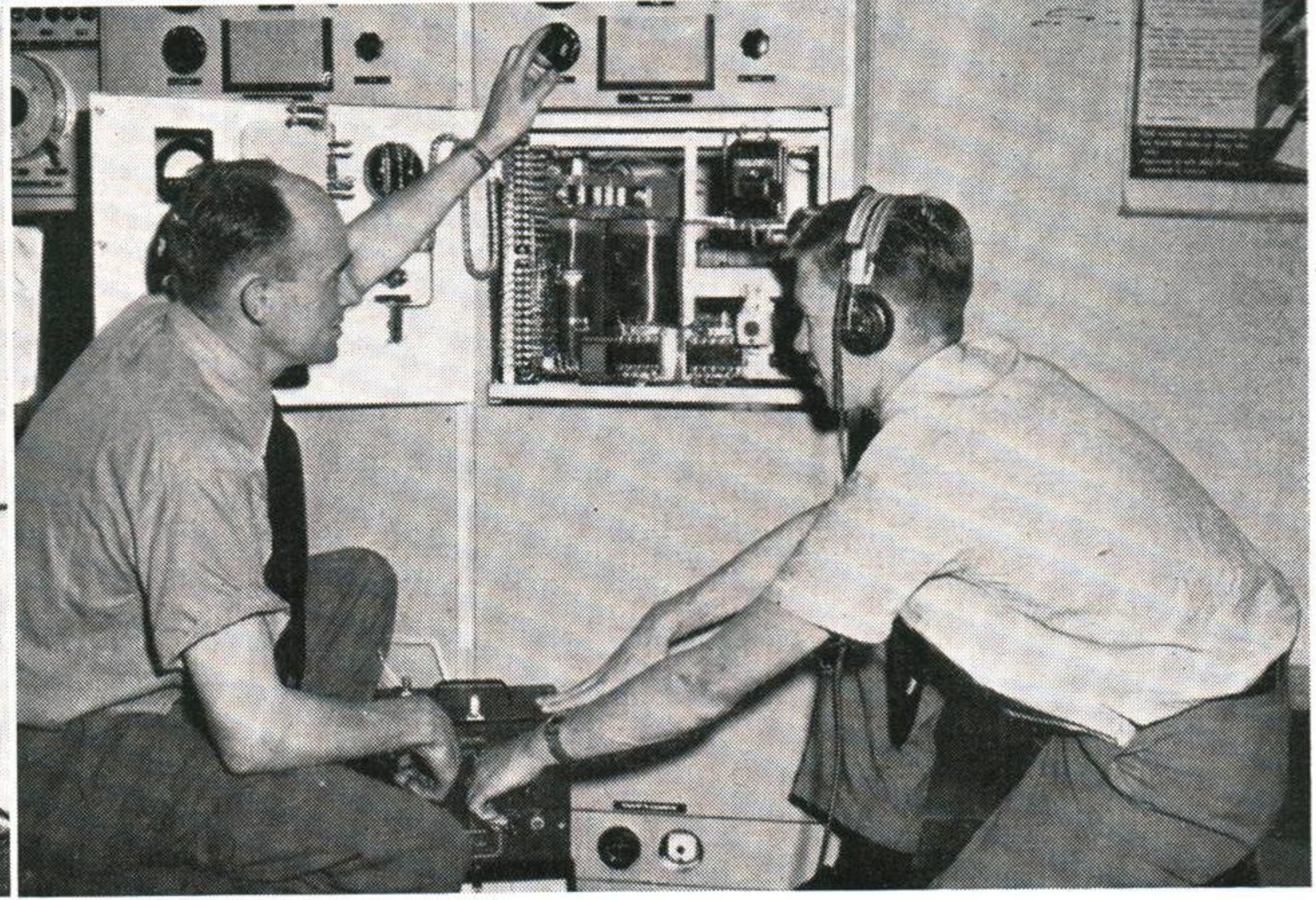
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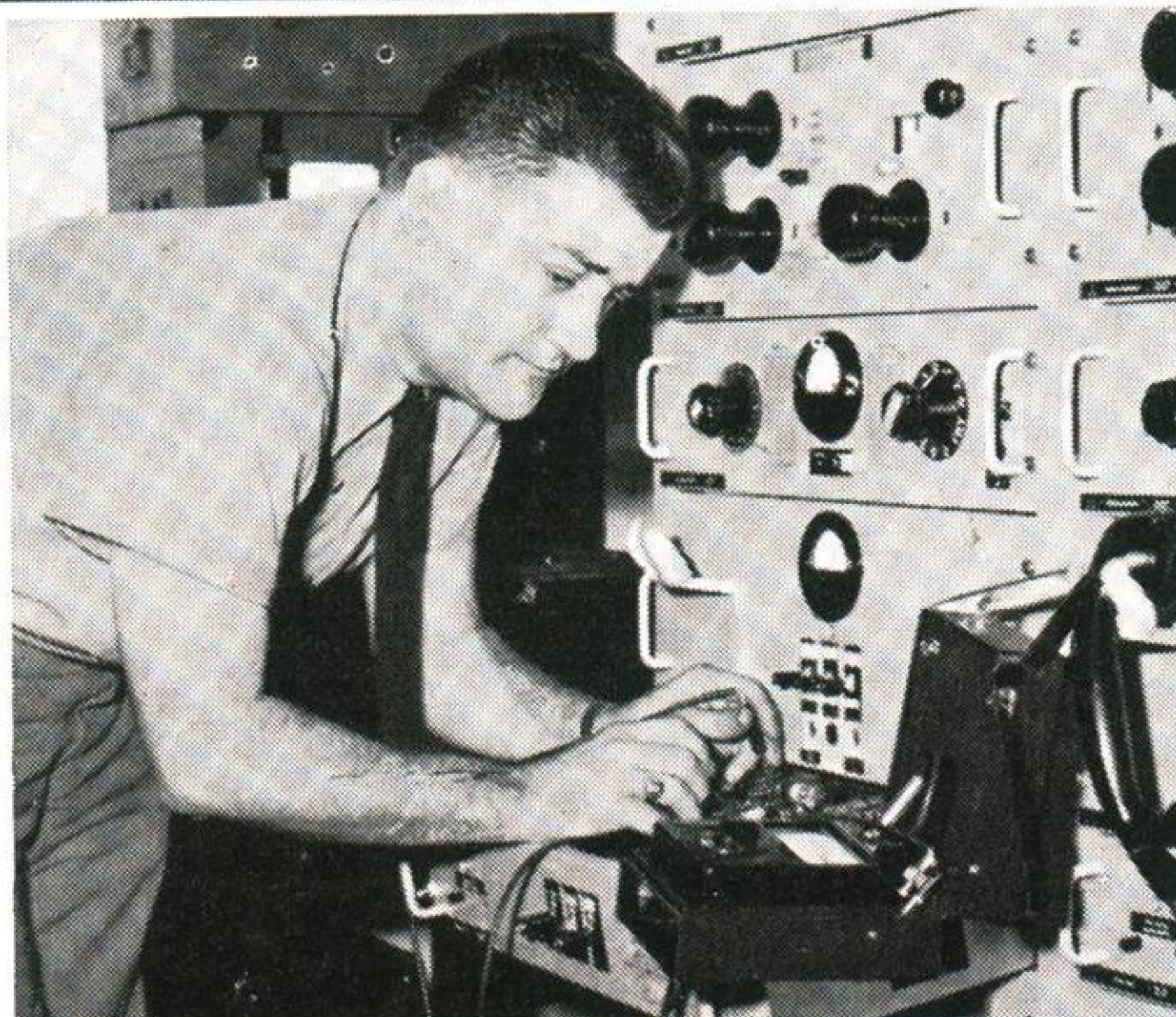


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- 1 Cpl Jenny Chorzempa and LAW Winnie Anker busying themselves during operation CARTE BLANCHE.
- 2 Sgt Al Asher and Cpl Al Hammell at work in the teletype room.
- 3 LAC Chris Black aiding an F 86 Sabre back to base.



6

- 4 LAC Gauch Gauthier and LAC Bob Marcenko checking an AN—ARC 3 radio receiver-transmitter set.
- 5 LAC Pat Harding and LAC Bob Stacey performing a daily transmitter frequency check.
- 6 LAC Leo McNeil trouble-shooting in the micro wave equipment.

and meteorological traffic. The machines are capable of transmitting or receiving at a maximum rate of 60 words per minute.

Recently many of you have observed the erection of a tall steel tower in the rear of Building 9, topped by what appears to be a salad bowl set on edge. To many it means little, to a few it marks the establishment of 601 Micro Wave Sqdn at this wing. The first contingent of micro wave personnel arrived here last August, after having been trained in micro wave servicing at RCA's Camden, New Jersey Plant. Shortly after arrival, some of the personnel were sent for further instruction to the Siemens Co. in Munich to familiarize themselves with the German Micro Wave Unit that has been installed on this wing.

The term "Micro Wave Communication" probably means very little to the majority, so some explanation is in order.

Micro Wave renders highly dependable transmission by telephone, telegraph, teletype and facsimile (wire photo) via very high frequency radio waves. These waves are propagated en route by a series of repeaters placed approximately 40 miles apart.

Micro wave transmission has many advantages: for example, the installation of miles of poles and wire is eliminated, severe atmospheric conditions do not affect it, and there is little danger of sabotage or transmission interception. Each unit has 24 channels, each of which can be used simultaneously to transmit 24 telegraph or teletype messages. In short, Micro Wave equips 4 Wing with the most advanced electronic communication system known, with a minimum of cost, maintenance and breakdown.

The unsung heroes of the telecom section are the untiring switchboard operators, who relentlessly man their post day and night. Each day hundreds of calls are handled flawlessly by two boards; the administrative board, which takes care of the local and long distance calls, and operations board, which is exclusively for service use. These boards are operated by Fighter Control Operators and Canadian and German civilians.

As the GCA and MDF Sites were featured in the last issue of the Flieger little more need be said. Briefly, however, ground control approach guides aircraft to a safe landing during poor weather conditions, and the manual direction finder is a means of guiding aircraft back to base. In effect, one takes over where the other leaves off.

The preceding paragraphs have dealt solely with the breakdown of the section, no mention being made of the personnel who maintain it. Telecom technicians have many weird and wonderful duties to perform. The ComTech (A) for instance installs and maintains the radio equipment in the Sabre aircraft: Radio Compass, VHF Receiver/Transmitter AN/ARC-3, the power junction box, and the IFF radar set. Ground equipment maintenance is the responsibility of the ComTech (G), who services the tower communication system, meteorological and operations equipment and inter-office communication systems. Radar Techs must maintain the AN/CPN-4 GCA Unit. A recent addition to the telecom branch are the telegraph techs, whose job is to maintain the serviceability of the telephone and teletype machines.

Having given you a brief description of the mechanics of the section it is only fair that we introduce you to the seniors of our staff. First off we have F/L WW Scott, our Wing Telecommunications Officer and WO2 Arsenault, Warrant Officer i/c Telecom. The NCO section heads: FS Murray NCO i/c GCA Techs, FS Austen NCO i/c Telecom Air, FS Watkins NCO i/c Telecom Ground, Sgt Sartorius NCO i/c Micro Wave, Sgt Asher NCO i/c Com Centre and last not least Cpl Chorzempa NCO i/c Switchboards.



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STATION RIFLE TEAM WINS AIR DIVISION SHOOT

Another trophy was added to the Wing collection when the station rifle team walked away with the Air Division Annual Competition on June 13th.

Held on the American Army rifle range near Ettlingen, about fifteen miles from camp, the competition enabled the 4 Wing team to settle an old score which has been outstanding since last year's abortive outing to Bitche, France. The shoot on that occasion was rained off in no uncertain manner.

Hot coffee during the morning and afternoon, plus a tasty midday luncheon, did much to keep all participants in a contented frame of mind throughout the day, and threatening rain clouds which hung around most of the time produced nothing more than a few token drops.

The firing point was under the control of Sgt Ken Ashcroft during the first day, with FS Doherty keeping an eye on all matters of administration and organisation. The day's programme went smoothly, earning compliments from all the competitors.

Practices included grouping, application, snap shooting and rapid fire, finishing with the 500 yard run-down, during which competitors puffed down from the 500 yard point to the 100 yard line, firing two shots at 400, 300 and 200 yards en route.

Final team placings were in doubt right up to the last practice, but the home teams both did very well in the run-down, with our 'A' team adding a further eight points to their lead, to give them an edge of 49 points over their closest challengers.

Ten teams took part in the shoot, totalling fifty people in all. The final score board showed the following team standings;

1st	No 4 (F) Wing "A"	809 points.
2nd	No 2 (F) Wing "A"	760 "
3rd	No 4 (F) Wing "B"	754 "
4th	No 3 (F) Wing "A"	752 "
5th	HQ No 1 Air Div "A"	699 "
6th	No 3 (F) Wing "B"	698 "
7th	No 2 (F) Wing "B"	678 "
8th	No 1 (F) Wing "A"	607 "
9th	No 1 Air Div "B"	586 "
10th	30 AMB Langar	576 "
(Highest possible team score:		935 points)



Preparing targets before the start of the day's shooting, during the Air Division Rifle Competition at Ettlingen.



Scene on the firing point during the course of the 1955 Air Division Rifle Competition held June 13th.

Top scorers for 4 Wing were Cpl Goddard (178), Cpl Wrightson (169), LAC Snelgrove (164), and LAC Brandon (163). All scores out of a possible 187.

Standard M1 Garand service rifles were used during the Air Division Competition.

On the second day of the shoot, the top fifteen scorers from Monday fired off another contest to select five shots to represent the Air Division in the Queen's Medal competition in Canada next month.

4 Wing did well in this elimination shoot, too, with three of the five selected coming from this station. The five men chosen for the Canada trip were:

Cpl Wrightson	4 (F) Wing
LAC Snelgrove	4 (F) Wing
F/O Watson	3 (F) Wing
WO2 Martin	2 (F) Wing
LAC Brandon	4 (F) Wing

All organisation and arrangements for the competition were in the hands of the station Ground Defence Section.

TEAM MEMBERS

4 Wing 'A' Team: Sgt Minault, Cpl Wrightson, Cpl Bateman, Cpl Goddard, LAC Snelgrove.

4 Wing 'B' Team: Cpl Cartmell, Cpl Gerard, Cpl Brenton, LAC Brandon, LAC Estey.

NEW AIRCRAFT GUN

An usual 20 mm aircraft weapon with new fighter gun-sight system and a very high rate of fire is being developed by the General Electric Company. Technical observers believe the new firing mechanism uses a revolving multi-barrel assembly, similar to the Gatling gun of the American Civil War.

R.A.F. RACING CAR

The first racing car to be built by the Royal Air Force has been designed and constructed by apprentices, NCOs and officers at R.A.F. Station Halton, England. The car has a Coventry Climax engine, and a top speed of over 100 m.p.h. It has been named the "Halton Buckler".

CARRIER APPROACH AID FOR PILOTS

A new air speed indicator for use in approaching aircraft carriers' flight decks has been developed for the British Admiralty. The new aid is called "Audio", and indicates by sound through the pilot's earphones the correct speed of the aircraft whilst landing.

GOD OR GELD?

by F/L J. H. Dean, Protestant Chaplain

How can we escape the tyranny of material things in a world where a car seems necessary and may cost three thousand dollars, where a modest home may be priced at twelve thousand and where a widowed woman with ten or twenty thousand dollars may find herself hard pressed to support her family?

Religion never teaches that money is evil or that it is wrong to possess material things. Religion, however, does teach that the love of money is evil. Jesus Christ spoke plainly when he said: 'You cannot serve God and mammon. No man can serve two masters: for either he will hate the one and love the other, or he will be devoted to the one and despise the other.' The possession of money does put a serious strain on human character but a wealthy man of generous disposition can be a blessing to his community because he does so much more for public welfare than others possessing less means. The poor man can be corrupted by a passion for wealth which he may never actually possess. For him life is a feverish striving for more money, and everything he does to-day is hampered because he fears he will not have enough to-morrow.

Religion teaches that all material resources come from God's storehouse: the things that grow, the raw materials from which man manufactures his machines and gadgets, the great elemental powers which man can harness for his benefit: all spring from God's resources. God is concerned how we use these resources. They are meant to be employed wisely, unselfishly and without waste, for in this way God judges our fitness for greater things. When we make good use of small resources he places more in our care. If we cannot make good use of the lesser resources of this world he never can trust us with the true wealth of the kingdom of Heaven; 'and if ye have not been faithful in that which is another man's who shall give you that which is your own.'

Religion teaches that wealth consists not in money and material things, but in spiritual values: 'Lay not up for yourselves treasures upon earth, where moth and rust doth corrupt, and where thieves break through and steal. But lay up for yourselves treasures in heaven, where neither moth nor rust doth corrupt, and where thieves do not break through nor steal.' There is no final security in food, clothing and houses: for various reasons and in many ways these can be taken from man and even if he may possess them for a lifetime, he loses them in death. Many of us live as if these things are the only things that matter. How serious is this mistake. To think that this world is the beginning and the end of everything, to think that these three score years and ten are all the years we have, to think that the chief end of life is the pleasure that material things bring to mind and body is like staking one's life on a belief the world is flat when it really is round; it is like the pilot who plots his course to the south when the airport is really north; it is mistaking one's destiny in life. The beetle sitting on a leaf is a good example of a creature living only for this world. All he is concerned about is the flavour of his leaf. He never heard of heaven and certainly doesn't want to say his prayers. Chances are he will spend his whole life span right here on this particular leaf without ever looking up at the blue sky. But who wants to be like the beetle on a leaf when his destiny is the Kingdom of Heaven?

But how are we going to see life in its true perspective? We Air Force people labour under the handicap of youth and as yet are likely to be comparatively unshaken by the experiences through which life eventually takes us all. Ol-

der people have passed through deeper places and are apt therefore to see life more in its true perspective. Some time ago the writer called on a better than middle age man who was a hospital patient. He was seriously ill and afraid he might be dying with the result that for the first time in years he had begun to evaluate his life. "Since I was eleven years of age", he said, "when my father turned me out refusing to give me any start at all, I have known nothing but long hours and the making of money. Now I have a fine home and all that money can buy. I have as good a table as any man in town: but what does it all mean? I get no pleasure from food; property means nothing to me. I didn't know where to stop and that is why I'm in this hospital bed to-day." He had to reach death's door to learn a simple truth which has often been preached within his Church and which he could have found in his Bible, had he taken trouble to wipe off the dust and open its pages. He thought he hadn't time. There is always time for important things. Any reasonable man will see that his car is serviced regularly because he cannot afford to have his car ruined through neglect nor does he relish the thought that someday he might be left sitting in Lower Slobovia with a broken engine. It is much more important that a man's spiritual life be kept serviced: but all too often his car gets better attention. Any reasonable man considers it important to arrive at work on time and put in an honest day of labour. Reasonable men ought to feel that a daily rendezvous with God is of even greater importance. So long as God allows the heart to beat, man is given his twenty-four hours each day: no matter how much time is squandered to-day, God fills man's purse tomorrow with this most precious of all commodities. Each day's allotment is the same whether it be to the scoundrel or the saint, the poor man or the wealthy. Every man has time. 'For where your treasure is, there will your heart be also. No man can serve two masters: for either he will hate the one and love the other; or else he will hold to the one, and despise the other. Ye cannot serve God and mammon.'





Canadian Current Affairs



CANADIAN DEVELOPMENT

Christening — Mrs. St Laurent, wife of the Prime Minister, has christened the new ferry running between Canada and the US on the Atlantic coast the "Bluenose".

It goes into operation in July and runs between Yarmouth, Nova Scotia and Bon Harbor, Maine.

The "Bluenose" is equipped with stabilizers which extend like fins to cut down the roll on choppy waters. She is a six-decker, can accommodate 600 passengers and 150 cars, and was built at the Davie Shipyards near Quebec City for the Department of Transport.

Iron — Canada's production of iron ore has increased nearly five times since the second world-war, and the country will soon rank among the world's leading producers. Iron ore was first discovered in Canada in Nova Scotia in 1704. When the St Lawrence seaway is in operation, the Canadian output of iron ore may go as high as 35,000,000 tons a year. This would make Canada fourth in rank among the iron producing countries, surpassed only by the United States, France and Russia.

Nuclear Power Station — Within three years the Ontario Hydro Commission, the Atomic Energy of Canada Ltd and the Canadian General Electric Co will have jointly built Canada's first nuclear power station. It will cost about 15,000,000 dollars, and will be situated close to the Atomic Research Station at Chalk River. The new power station will produce up to 20,000 kilowatts, and its output will be fed directly into the southern Ontario hydro system. Natural uranium will be used as fuel. Canada is one of the world's chief producers of uranium.

TRADE

Agreement — Canada and Ethiopia have signed a one year trade agreement in Addis Ababa, the Ethiopian capital. Under the pact Canada will get coffee from Ethiopia at a tariff rate of two cents per pound instead of the present rate of five cents. Coffee is Canada's principle import from Ethiopia.

NATIONAL DEFENCE

Inventor — A Toronto inventor, Carl Rich, formerly of Austria, has designed a suit which he claims will protect the wearer from atomic bomb radiation and heat. The attire looks like a suit of armour out of the Middle Ages. It has a head-piece with a built-in radio, electrical controls and oxygen apparatus. Mr. Rich says the suit is made up of highly magnetized metal and fabric, and sets up a magnetic field which counteracts deadly rays before they can harm the wearer. He may exhibit his atomic suit at the International Trade Fair which opens shortly in Toronto.

Destroyers — The first of Canada's new destroyer escorts, the St. Laurent, will be given trials at sea in August and, if all goes well, will be completed and commissioned in November. 14 destroyer escorts will be added to the fleet, but it will be another two years before all are commissioned. The cost on completion will be a little over 200,000,000 dollars.

Bonaventure — Canada's new aircraft carrier, the Bonaventure, should also be commissioned in the fall of next year. About that time the Navy will have a squadron of Banshees and another of Grummans for its air arm.

Naval summary — The Canadian Navy is up to the standard of any other in the world and her ships are fully manned, so states Vice Admiral Mainguy, the Chief of Naval Staff.

AIR FORCE

Girl Cadets — The Royal Canadian Air Force Association has asked the Minister of Defence, Mr. Campney, to consider organizing a Girls Air Cadet Corps in Canada. It is thought that the organization of Girl Air Cadets would help in recruiting for the women's division of the RCAF. The association also suggested setting up an Air Force Cadet College at either Camp Borden or Trenton.

SPORTS

Rowing — Since the student body of the University of British Columbia started things going with a \$3,000 contribution, the amount is now over the \$18,500 mark of the \$25,000 objective. The money will be used to enter the "Cinderella Rowing Club" from the University of British Columbia in the Royal Henley Regatta in England this summer.

Hockey — Frank Boucher has signed a five year contract as general manager and coach of the Regina hockey team which is the new entry in the Western Professional Hockey League.

Saskatoon, Calgary, Edmonton, New Westminster, Vancouver and Victoria made up the Western League in the 1954—55 season.

Hockey Champions — The executive of the Brandon Wheat Kings, the Western Canada intermediate hockey champions, stated that the team will be available to represent the Canadian Amateur Hockey Association on any overseas tour next winter.

Bill Juzda and Church Russel, former NHL stars, and Doug Baldwin, formerly of the American Hockey League, are members of the Wheat Kings.

Football — The British Columbia Lions of the Western Interprovincial Football Union have chosen Kelowna, BC, in the Okanagan fruit district as the site of their 1955 training camp. They will work out from July 9th to 24th.

MISCELLANEOUS

Hero — Winnipeg has honoured the memory of one of its heroes of the last war by naming a new junior high school after him.

The Andrew Mynarsky school, which opens in the fall, will be presented with an engraved plaque from the former comrades of pilot Andrew Mynarski, V. C., of the RCAF.

On June 12th 1944 in a bomber over Cambrai, France, Mynarski won the V. C. but lost his life while trying to save a fellow crew member. Jim Kelly, the wireless operator,

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CANADIAN
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Freudenstadt (Town of Happiness)

The market square of Freudenstadt is the subject of this month's photograph, submitted by FS M. Monson.

Situated less than an hour's drive from 4 Wing, the picturesque town was heavily damaged in the last few weeks of the war, but has now been completely rebuilt, as far as possible along its original architectural lines, including its famous market square arcades.

A jewel amongst Germany's spas and health resorts, Freudenstadt possesses a new Kurhaus, facilities for all types of sports, and a healthy climate.

The photograph was taken with a Canadian No 2A Folding Cartridge Hawk-Eye Camera, Model B.

rator on the crew, has had trouble locating the other crew members but has finally succeeded. The other members are Arthur de Breyne, pilot, of Montreal, Bob Body, navigator, of Vancouver, Jack Frida, bomb aimer, of Port Arthur Ont., Roy Vigars, of Surrey, England and Pat Brophy, rear gunner, the man for whom Mynarski gave his life, was located in Senneterre, Quebec.

Safety — In 1953 Automobile Insurance Companies paid out over \$90,000,000 in claims.

Mr. Brooke-Claxton, the former minister of defence, and now vice-president of the Metropolitan Life Insurance Company, predicts that in 1955 there will be 300,000 highway traffic accidents in Canada. 3,000 people will be killed and 75,000 injured. There are now 3,500,000 cars in Canada and Mr. Claxton predicts that in 1960 there will be over 6,000,000.

Bootlegger — A bootlegger in Vancouver is getting special phone calls day and night, one after the other, but there is not a sale in any of them. It's all the fault of Rev. Stanley Riggs, who asked members of his Anglican Church to flood the bootlegger with calls and hang up as soon as he answers. The minister resorted to this mode of warfare after he was routed out of bed several times with calls to "shend me a bottle, Mac."

It seem his telephone number and that of the bottle-seller are almost identical, and he hopes to force the man to change his number — if not his business.

Airman's Wife: "Dear, this isn't our baby. You've taken the wrong carriage."

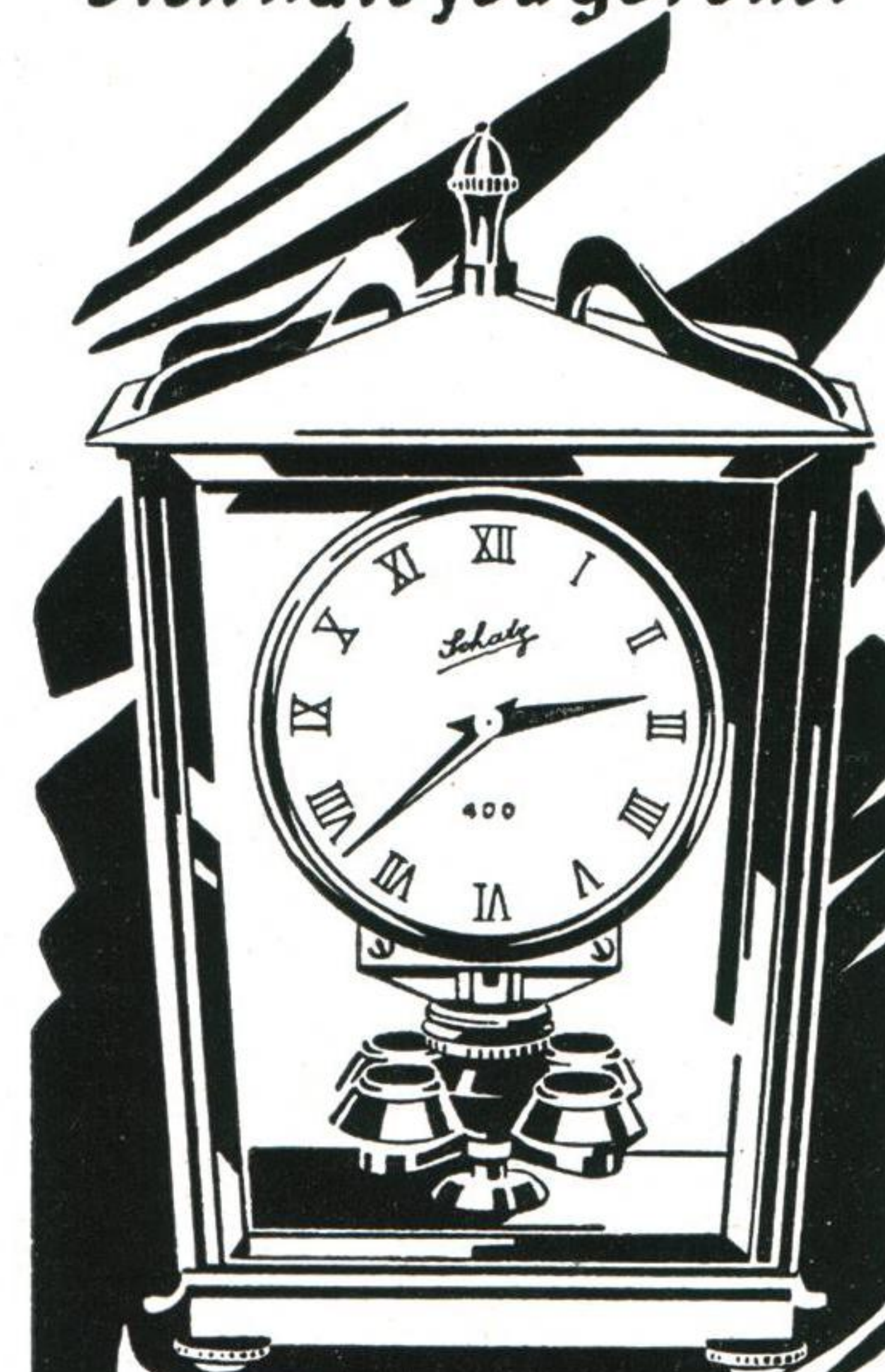
Airman: "Shut up, you dope. This one's got rubber tires."

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AS OTHERS SEE US

(Translations of recent press cuttings from local newspapers concerning No 4 Fighter Wing)

(From: Neueste Nachrichten, Rastatt, June 14th, 1955)

JET AEROBATICS OVER SOELLINGEN

Air Force Day becomes a day for the airmen's families.

On Saturday the personnel of the NATO airfield at Soellingen celebrated their "Air Force Day". For the occasion, the families from the nearby Rhine Valley Park community together with other Canadian civilians, had been invited to visit the airfield. For the first time German journalists were present for this annual day of celebration. They were shown many interesting features of the airfield, culminating in a display of jet aerobatics which was a most impressive experience both with regard to the noise created, as well as the precision of the flying.

The NATO airfield at Soellingen, second home of the blue-uniformed Canadian flyers, staged its annual Air Force Day. Boy Scouts replaced the military police at the station entrance, symbolising by this civilian invasion that Air Force Day is the occasion for the camp gates to be open to the public.

Along with some Canadian wives and children from Little Canada, a few German reporters arrived at the main gate and were warmly greeted by the Public Relations Officer.

We started our tour of the enormous station accompanied by a young jet pilot and a Canadian interpreter, who helped out where our English left us in the lurch. The atmosphere of the camp seemed to be more that of a woodland resort town than of a military establishment. Low buildings situated amongst the trees provide accommodation, messes and offices. The layout of the station roads covers a large area, providing ample opportunity for long-distance running practice.

Own Radio Station

As dark clouds gathered in the sky, our lady guide steered us into the station radio station, where on its own wavelength a special Canadian programme is broadcast for the benefit of the station personnel. Even here everything is extremely modern, and pride shone in the eyes of our escorts as they showed these facilities to us.

This pride was further reflected in the face of the Flying Officer at our side as the first jets appeared over the edge of the woods those speedy arrow-like planes which gambol around daily over the heads of the people of Middle Baden.

The conversation turned at this point to comparisons with earlier German aircraft, during which our young guide was surprised to learn that we, too, had once been flying jets.

Aerobatic Programme the Highlight of the Day

The sky became darker the closer we came to the space in front of the hangars, where a large crowd was waiting for the arrival of the jets, who were scheduled to put on an aerobatic performance in the sky over Soellingen.

Before they appeared, we inspected the gleaming red fire-trucks, standing spotless and highly polished — a sight to arouse the envy of any German fire-fighter.

Then shortly before eleven o'clock, our words were blown from our mouths with an ear-shattering roar, as a formation of four jet planes from France appeared suddenly overhead as if out of ambush.

Even for those accustomed to watching flying displays, the performance which followed was something very special. Manoeuvres which are difficult enough for a single

aircraft to carry out were performed by these four planes in very tight formation. Rolling at low altitude, the group then made a low pass and disappeared into the low clouds during a loop, re-appearing in exactly the same close formation a few seconds later.

The display was concluded with the four jets climbing vertically and suddenly bursting away from each other like a Bengal rocket in a firework display.

Hot Dogs and Strafing

For almost half an hour the Canadian jets fascinated the onlookers with their impressive antics. When they roared over the hangars, it was as if lightning had suddenly struck. But the "lightning" disappeared into the clouds as dummy bullets exploded on a dummy tank.

A "Gasthaus" close by was set alight after great difficulty, and was extinguished by the fire-fighters.

In the meantime our friendly guide brought us some hot-dogs, to ease the tension caused by the low flying aircraft.

But even when the roar of the jet turbines had died away, there was still plenty to see. Amongst other things we viewed the cockpit of a T-33 jet in front of the hangars. There used to be enough instruments in our own wartime fighters, but it is almost unbelievable to see what the manufacturers have crowded into the cockpits of these planes. The space left for the pilot is so narrow, that one gets claustrophobia to look at it. But the pilots think highly of their aircraft, and the demonstrations in the sky above confirmed their opinions.

Thus this Air Force Day in Soellingen became an unforgettable experience for all those who were permitted to be present. We saw many other things of interest, including the marching display by the station band, which did its best to provide a musical background for the occasion.

(From the Badisches Tagblatt of June 18th, 1955)

ENTHUSIASM FOR CANADIAN ORCHESTRA

5,000 Vistors Crowd Kurgarten for Concert

The Kurgarten had seldom had as large an audience as on Sunday evening. The number of onlookers increased almost frighteningly during the performance. There were over 5,000 people to listen to the concert by the RCAF Tactical Command Band, quite apart from the crowds outside the gate. It was an experience indeed (this often misquoted expression is really warranted in this instance). A difference of opinions on the performances of the Canadian guests was noticeable right away in the first selection.

"You will now hear the Overture to the third act of Richard Wagner's opera, Lohengrin", announced one of the orchestra members in surprisingly accent-free German. "They certain play it fast" said someone near my side in surprise during the piece. And the tempo was in fact rather hasty by normal standards, and consequently lacked some of the customary solemnity. Otherwise it was performed precisely and with perfect control, in typical military fashion.

We enjoyed the next presentation, a Scottish Rhapsody, which according to the announcement over the loud-speaker had been composed just a few days previously by one of the members of the orchestra. This piece demonstrated that the visitors had not only an original composer in their ranks, but also that the excellence of

PETS POSE PMQ PROBLEMS



Some people will go to any lengths to get around officialdom

Current regulations concerning family pets in married Quarters contain no references to Wild Boar, and this domesticated Wildschwein is now a long-time resident of Block 33, in our Rhine Valley Park community.

the orchestra lay in its instrumentalism and presentation. It is not surprising that their music had an almost predominant American influence, and admirers of this sort of music applauded spontaneously from time to time. Even the conservative listeners could not resist the charm of the moderately syncopated music, and the colourful orchestrations, and applauded enthusiastically. They felt even more content with the interpretation of the Fledermaus overture. Closing one's eyes, one might easily have imagined a first class German concert orchestra playing in the Band shell.

The Canadian musicians offered us what can be regarded as an authentic presentation of a Canadian Military Band, under the strict direction of their conductor, Flight Lieutenant L. D. Corcoran. In particular, the humorous effects in the piece "The Toy Trumpet" deserve special mention.

After the strains of the German and Canadian National Anthems had died away, the publicity manager of the Kurdirektion, Herr Bargatzky, arranged a pleasant and unexpected surprise. A group of young girls in various Black Forest costumes presented a Cuckoo Clock to the Orchestra Conductor. This formed part of a short comedy act by Mrs Delfs-Pfeiffer who, as she remarked, had learnt a little English from the tourists. She addressed a humorous speech in English with a Baden accent to Flight Lieutenant Corcoran, who must have been able to understand at least some of it, as he responded by promising to come to play for us again in beautiful Baden-Baden.

. . . . and them someone always comes along and throws a spoke into things with something like this:

(From: Badisches Tagblatt, Wednesday, 25. May 55)

THREE MEN CAUGHT SPOILING FLOWERS.

At last we succeeded seizing three men, who were spoiling the flowers on the Baden-Bridge. It concerned

three inebriated Canadians, marching around, "admiring" the floral decorations in their own way. The damages, caused by their destructive mania amount to about 30.— DM. The German Police gave the airmen in charge of the Canadian Military Police.

Running after women never hurt anybody — it's catching them that does the damage.



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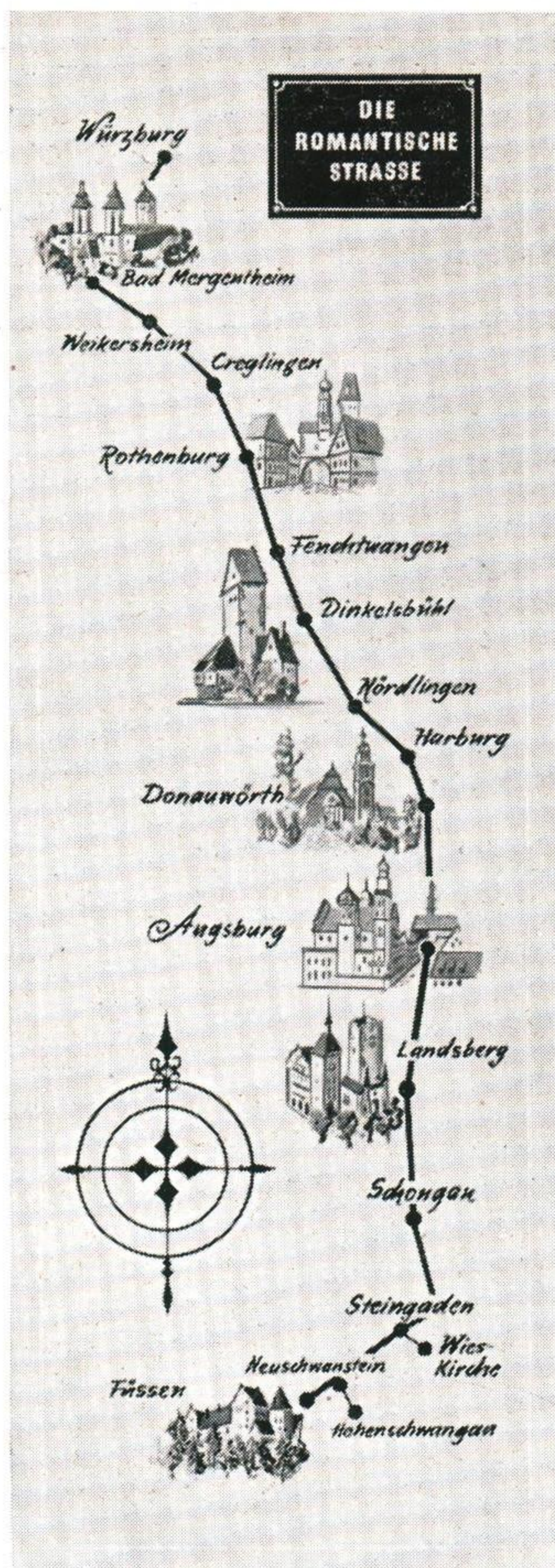
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Our leave suggestion for this month is a little closer to home. We recommend a leisurely drive along

The Romantic Route

Germany's famous Romantische Straße (Romantic Route) consists of a number of fascinating and genuine mediaeval towns strung out over a distance of 200 miles from Würzburg to Füssen. In any book of photographs of Germany such names as Mergentheim, Rothenburg, Dinkelsbühl and Nördlingen will appear with unfailing regularity.

For the camera enthusiast, each one of these historic towns offers hours of motive-seeking pleasure, while for the person looking for atmosphere, enough can be found within these quaint walled cities to satisfy any taste.

Perhaps you have already crossed the southern end of the Romantic Route on your way to Austria, and have inspected King Ludwig II's imposing castle just outside Füssen — Neuschwanstein.

But for a cross section of Germany as she used to be in the Middle Ages, take a drive down from the gay Mozart festival town of Würzburg, via Bad Mergentheim, Weikersheim with its beautiful castle, Creglingen and all points south to Füssen.

For a long weekend trip, perhaps the section of the route which has the most to offer in the shortest time is the stretch between Rothenburg and Nördlingen.

A four hour drive along the autobahn via Stuttgart and Heilbronn will bring you to Rothenburg, which is situated on the top of a hill beside the river Tauber. Surrounded by a high town wall, punctuated with towers and turrets, the

main entrance is through the Spital (hospital) Gate. The thickness of the town wall at this point bears evidence to the succession of sieges to which Rothenburg has been subjected throughout its history.

Dating back as far as the tenth century, the town possesses a remarkable Town Hall, with a 165 foot high tower offering a bird's eye view over the red tiled roofs and battlements to the surrounding hills. Just across the market square from the town hall is a very famous clock, which draws crowds every day at 11 a.m. 12 noon, 1 p.m. and 2 p.m. when windows on each side of it open as the chimes are heard, and a little scene from Rothenburg's colourful past is re-enacted.

During the thirty years war, an enemy general named Tilly conquered the town and prepared to massacre all the leading citizens before burning it to the ground. After a wine-drinking orgy he offered to spare the town if anyone could be found who could empty a six-pint goblet of wine in one draught. The Mayor, a hard drinking character by the name of Nusch, stepped forward and performed this feat without batting an eyelid, thereby saving Rothenburg from an unpleasant end. Tilly and Nusch are the two figures who appear in the windows on each side of the clock as the episode is repeated four times daily.

A brisk walk around the town wall will occupy you for thirty minutes, at an average speed of fourteen stumbles per minute over the well worn parapets. En route you will be able to inspect most of the twenty-one towers which are spaced out along its length.

The Jakobs Church, dating back nearly six hundred years, has a peculiar feature in that its twin towers possess odd steeples. The story goes that one was built by the stone mason and the other by his assistant. When the mason discovered that his helper's tower was more beautiful than his own, he threw himself off his own tower in a fit of despondency. There must be a moral in this.

Incidentally, a good place to stay in Rothenburg is the Hotel Reichsküchenmeister — an awful name to spell, but inexpensive (double room — 9 DM), and known for its good meals (average 2.40 DM per person). The hotel is located right next to the Jakobs Church.

Pressing on southward, an hour's drive along the 54 kilometers to Feichtwangen takes you through the rolling



Rothenburg ob der Tauber

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Bavarian countryside, with nothing of particular interest along the way. Feuchtwangen boasts one of the best museum collections of Bavarian art and culture in the district. Otherwise there is not very much to keep us from continuing on a further 15 kilometers to Dinkelsbühl, our next stop.

Rated as one of Germany's most picturesque mediaeval towns, even the name Dinkelsbühl has a quaint ring to it. Completely protected by its unbroken town wall, its towers and portals have been maintained in their original state (as have also unfortunately the roads), to give the entire town a more authentic, and less commercialised tone.

Storks nests atop some of the towers present a long-awaited opportunity to use that telephoto lens you've been carrying around for two years, and the slow moving waters of the River Wörnitz, which winds past outside the walls, further reflect the old world beauty of this picture book town.

Nördlingen is our next call, and lies just another half an hour down the road. The array of imposing buildings in the centre of the town reminds us that this was the cultural and economic centre of the North Swabian district. The most impressive building of all is the five hundred year old St Georges Church, with its 285 foot high tower, visible for many miles across the countryside.

Here again, eighteen towers sprout from its protecting wall fortifications. You may notice that two of the gate towers — Löpsinger and Deininger towers — are different from the rest. These were reinforced at the end of the sixteenth century to give protection against the cannonballs of the enemy forces who were besieging Nördlingen around that time. These have become two of the most interesting structures for visitors.

If you are lucky, you may chance to see some of the farmers in the market square dressed in their traditional blue linen shirts and peculiar round black hats. They usually assemble on the steps of the Town Hall on market days, in the shadow of the St Georges Church tower.

Nördlingen has the nearest thing to a mediaeval skyscraper in the shape of the eight-storey "Hohe Haus", which was something of an architectural wonder in its day.

And so it continues from one town to the next. Harburg, perched on top of a hill, and Donauwörth appear next on your horizon, on your way down to Augsburg, the golden town of the German Middle Ages.

The remainder of the Romantic Route from here to Füssen was in earlier days called the Rich Road, as it was the main trade route from Augsburg to Italy and the Tyrol for merchants carrying Augsburg linen and textiles. The towns along this portion were all staging posts for these travellers, and benefited from the increasing prosperity of those times.

Nowhere else in the country will you encounter such a concentration of old world towns, castles and churches. When you tire of sitting in the driver's seat eight hours a day on 2,000 mile per week endurance tours, treat yourself to a week or two of less strenuous pleasure along one of Germany's most colourful and photogenic touring routes — die Romantische Strasse.

WHO KEPT COUNT?

During the Korean War, over 22,000 tons of valuable aluminum alloy was "presented" to the Communists by United Nations' pilots, when they dropped their wing-tip fuel tanks over enemy territory. The Royal Air Force are considering a complete changeover to plastic fuel tanks as soon as supplies permit.



Laying it on thick — this photograph, taken during the preparations for Exercise Carte Blanche, shows Cpl Jim King (left) and LAC Art Hogue (right) painting the 4 ATAF identification markings on the fin of an F 86. Sgt Sopaz (centre) checks their artistic efforts with the official design. Putting it on later proved to be easiest part of the painting operation.

HUDSON'S BAY

Demerara RUM

Rums sold under the Hudson's Bay label had already become the standard of comparison in America even before the destruction of the Prince of Wales fort in Hudson's Bay and the historic escape of the Company's supply ship, the Prince Rupert, from a French war-ship in 1782


*The Governor and Company
of Adventurers of England
Trading into Hudson's Bay*
INCORPORATED 2nd MAY 1670

OLD SWEATS

by S/L GA Woolley

Author's foreword: This is the second in a series of articles which are bringing to you brief biographies of members of 4 (F) Wing, who although not exactly pioneers of the RCAF have nevertheless, through twenty years or more service, seen many changes in the running, equipping and manning of our air force.

They have seen the evolution of a small nucleus force of a pre-war 6,000 men expand to a wartime strength of 300,000. They were part of the nucleus that helped to build the mighty wartime giant that played its part with distinction in partnership with its allies during the Second World War. These are the ones who we sometimes refer to (often dubiously — depending upon the point-of-view) as "Old Sweats".



No 2. — 990 Wing Commander K. E. Ball MBE

When first approached about being candidate number two in our series W/C Ball stated that he did not think an article should be run about him. Despite his lengthy service he considered his service career would make pretty dull reading. His general opinion was that any clerk cum-administrative officer's career would be rather obscure alongside the more flamboyant exploits of some of our famous aircrew personnel.

Perhaps he was convinced and changed his mind when it was pointed out to him that his rise from AC2 rank to

that of Wing Commander (the hard way) was, in itself, a reasonable accomplishment and might give some small modicum of inspiration to present day ACs.

W/C Kenneth Edward Ball enrolled in the RCAF at Ottawa, Ontario, on 15 September 1930 as a clerk stenographer. He served for six years at RCAF Station Rockcliffe in the Station Orderly Room. One year of this he acted as purchasing agent for the relief projects at Rockcliffe and Pendleton. He played some hockey in the interservice league in Ottawa during that period.

He was promoted to Corporal in October 1936 and was transferred to RCAF Station Trenton where he worked as the CO's steno. He was upped to Sergeant in 1938 and in September 1939 on the day that hostilities broke out he was transferred to AFHQ Ottawa (Directorate of Air Personnel) and later to the office of the Air Member for Personnel. He was commissioned in the rank of Flying Officer 15 July 1940 and transferred to the Directorate of Postings and Records (later Directorate of Postings and Careers).

He was promoted to F/L on 1 June 1942, S/L on 15 August 1942 and Acting W/C on 1 December 1943. In this latter rank he served as Deputy Director of Repatriations. In 1942 he served as a member of the Joint Canadian American Board which was charged with the responsibility of transferring the many US citizens serving in the RCAF to the USAF. He travelled coast to coast on this working, eating and sleeping mostly in railway cars. In March 1944 he relinquished his acting W/C rank and was transferred overseas to No 6 (Bomber) Group and travelled between units of the Group on familiarization. He was given the post of SPSO at 6 (B) Group Headquarters and remained there until the fall of 1944.

Due to his Ottawa experience as Deputy Director of Repatriations he was transferred to RCAF Overseas Headquarters in London as Deputy Director of Repatriations with the rank of W/C thereby giving him the experience of handling repats on both sides of the water, or one might say, at each end of the repat pipeline.

Shortly after the cessation of European hostilities he was sent to the continent on temporary duty to assist in the setting up of Canadian facilities to try German war criminals for crimes against Canadian POW's. To gain first hand knowledge of how the US Army operated in this regard he attended a portion of the Nuremberg trials and saw such infamous faces as Doenitz, Goering and Raeder.

In the King's New Year Honour's List of 1 January 1946 he was made a Member of the Order of the British Empire for services rendered throughout the war years.

He was repatriated in February 1946 to AFHQ, Ottawa (DPC and Records Office) where he assisted in clearing a multitude of Honours and Awards which had backlogged. On R Day (Reversion Day — 1 Oct 46) he reverted to the rank of S/L and got his W/C back on 1 Sep 51, thereby being in the unique position of having become a W/C for the third time. He was transferred to AMC HQ in the fall of 1951 as Staff Officer Personnel Administration and acted as SPSO for six months. Thence to 1 Air Division HQs, Metz in April 1954 as SOPA. He came to us in December 1954 as CAAdO.

He resides in Rhine Valley Park, PMQ building 23 with his wife, Edna, daughter Janet (12) and son Ted (7).

W/C Ball has a comfortable 25 years service under his belt and if left until his retirement age, he will complete at least another eight years for a total pensionable service of 33 years or more depending upon rank at retirement age. He says it is too early to plan a retirement future but will see what is available when the time comes.

Rhine Valley Park School



Rhine Valley Park School Junior and Senior High School, Grades VII—XI

Pupils and teachers after a good year of studies look forward to that long summer holiday.

(Left to right)

Front Row: Donna Quinn, Wayne Thompson, Patricia Stabler, Mr. G. R. Conquest, Principal, Miss E. D. Shaw, Mr. J. Irwin, Miss G. Vezina, Elaine Conquest, Dennis Howard, Linda Bean, Allan Thompson.

2nd Row: Claudia Gray, Michel La Rue, Joseph Gordon, Kenneth Lillehei, Douglas Boswell, Earl McRae, Gary Hughes, John Salter, Allen Hargreaves, James Dean, Gary Smith, Robin Kent.

Back Row: John Soby, William Kennedy, Beverley McArthur, Diana Gordon, Heidi Bauert, Gail Buchan, Kaaren Soby, Linda Woolley, Janet Ball, Armande La Rue, William Cheek.

The first year of operation, "Teaching and Learning", is over at all D.N.D. Schools in Europe. Sometimes it was a little hectic as pupils, teachers and principals became initiated into the receiving end of supply movements of text books, paper, ink, aquaria, thumb tacks and every last item to be found in any modern school in Canada.

Everything had to be unpacked, distributed to temporary classrooms, and after a few months packed up again and moved to the permanent classrooms of the new school.

There was never a dull moment as teachers and pupils from every province in Canada started to put into gear a School Curriculum that is a D.N.D. custom model of the 1954 Ontario curriculum. To level up the teaching standards, the pupils were given Dominion Standardized Achievement Tests in the skill subjects of reading, arithmetic, composition, grammar and spelling. To check achievement against mental ability, intelligence tests were given to all pupils from kindergarten up to Grade III. And then to top off a year of intensive academic study, teacher constructed tests were given in June to pupils in all grades.

Of course there was fun at the schools, too, and amazing holidays with everyone taking the opportunity of seeing castles, festivals and quaint villages. Identity cards, passports, and three or four different currencies were soon being handled with the unconcern of old timers.

At Rhine Valley Park School the records show that we had 128 pupils at the end of September. This climbed up to 309 at the end of March, and we closed the year with 289 pupils in thirteen classes, from kindergarten to grade XI. In spite of Dad's leave, and Junior's measles, mumps

and all the other afflictions of childhood, the pupils' attendance for the year was 92.7%. The teachers had scattered periods of sickness and came up with 98.5% attendance. School was able to carry on smoothly and effectively due to the able substituting assistance of Mrs. F. Jamieson, Mrs. J. Hoiland, Mrs. Oistad, Mrs. E. Lowery and Mrs. G. R. Conquest.

The Progress Report Cards that all pupils took home on June 29th showed that 94% of the enrolment received unconditional promotion.

The record also shows that Sgt Sopaz, Cpl. McCormack and LAC Rollins were good enough to coach the Grade VI to XI boys in fast ball and take them to 3 Wing. The boys were dinner guests in the homes of the Zweibruecken team and then went out in the rain to beat their hosts 13—4 in a win that finally had to be called at the end of the 4th inning. Everybody came home soaked but happy. And last reports indicate that F/S Bateman is to have fun this summer as he organizes Pee Wee soft ball teams for 7—11 year old boys and girls.

This year our high school grades had a variety of academic fare. Grades VI to X were taught from the D.N.D. syllabus. Grade XI pupils took correspondence courses from either British Columbia, Alberta or Ontario in order to continue courses already begun there. Correspondence lessons were received from these provinces, completed by the pupils with the assistance of the high school teachers, and returned to Canada through Air Div. for correction and return. After successfully completing

(Continued on Page 21)

Exercise Carte Blanche gave our Light Anti-aircraft crews their first operational workout last month. For new arrivals to the Wing, as well as for many others who may in the past have wondered what it's all about, here is a breakdown on what happen when you find yourself slated for the next course in

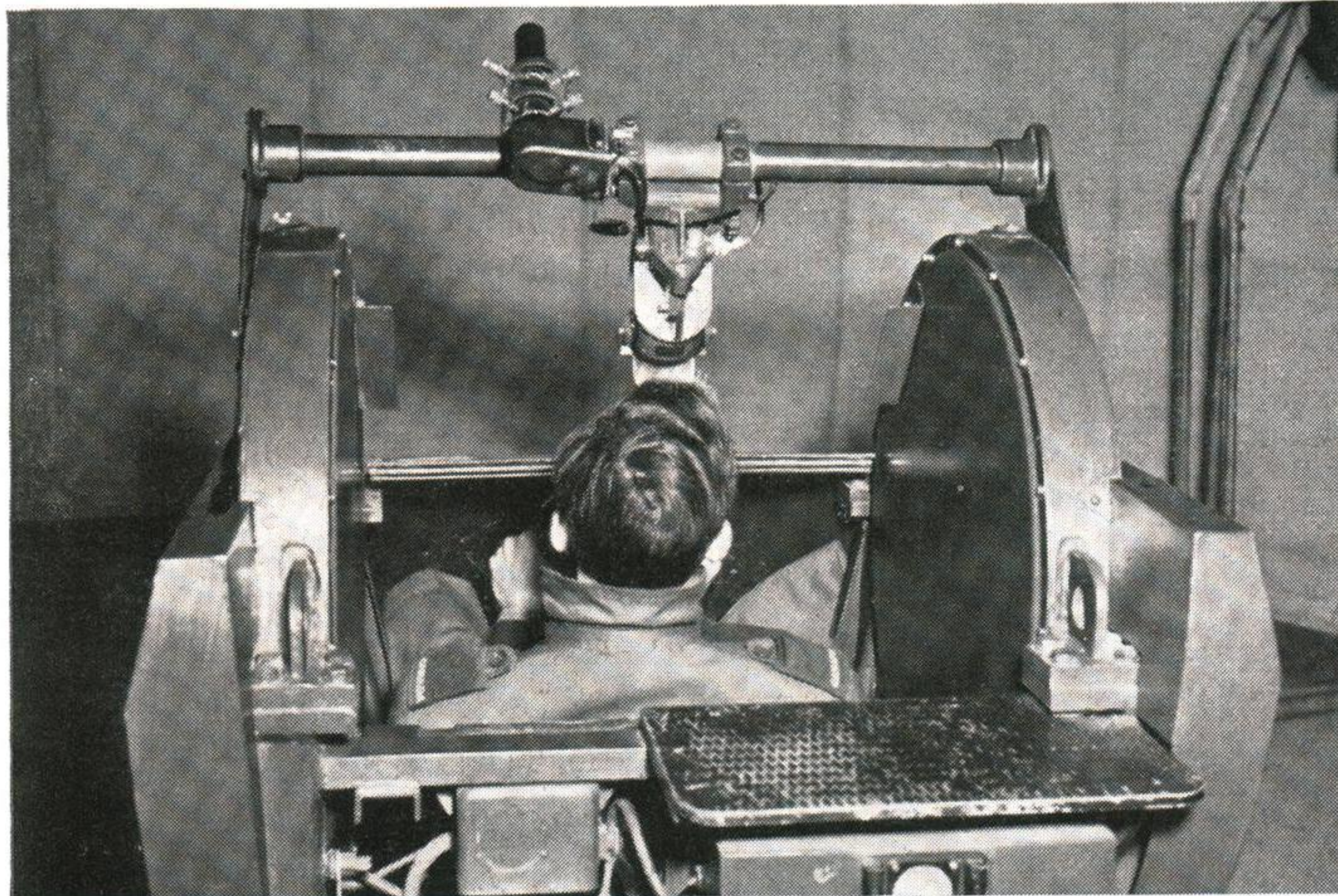
L.A.A. AT BADEN-SOELLINGEN

by Flying Officer T. D. Nelson

It is nearly three years since the RCAF decided to provide its overseas fighter bases with anti-aircraft protection against low level air attack.

As an interim measure until the long-term answer to this new commitment was determined, it was directed that each Fighter Wing would be supplied with a number of .50 inch calibre machine guns, which would comprise

Tracking practice is carried out with the assistance and connivance of pilots from the various squadrons, who never seem to refuse the opportunity for a little legalized high-speed low-flying practice. From these demonstrations, gun crews obtain some idea of the problems they face in the engagement of low level strafing aircraft which may be attacking at speeds up to 400 knots.



The head of a 4 Wing airman protrudes from the gunners' seat of the U. S. Army's Portobel Trainer during a visit to Karlsruhe.



Four gun crews tracking a Sabre on the training mounts in front of the Operations Building.

the initial equipment for anti-aircraft defence, and would be manned and operated by part-time LAA trained personnel.

Although not even the most ardent admirer of the equipment specified would attempt to acclaim it as being the last word in anti-aircraft artillery, everything has to have a beginning, and with these twin water-cooled weapons we have been able to lay the foundations for bigger and better things to come.

When the first LAA course was planned in January of last year, the response from various sections was unusually large despite (or perhaps because of) the fact that very few knew exactly what a course in "LAA" might entail. So many unpleasant activities are hidden from us in the guise of innocent initials and abbreviations, that as the first class of thirty students assembled warily in the Ground Defence lecture room, they must perhaps have wondered what horrors the following five days had in store for them.

Since that early beginning (4 Wing was the first RCAF station to start such courses), light anti-aircraft gunnery has come to be one of the most absorbing and enjoyable of the courses conducted by the Ground Defence Section.

The five days of the basic course include instruction in the operation and mechanism of the .50 inch machine guns, together with gunnery theory, aircraft recognition, gun drill and tracking practice.

By the end of the initial week's training, students can strip the equipment down to its most intimate details and, what is perhaps even more important, put everything back together again without finding themselves in the frustrating position of having a number of surplus components left over, when the weapon appears to have been restored to its original state.

They are also well drilled in the duties and responsibilities of each member of the three-man crew. Each man is capable of taking over the functions of the next should casualties occur.

To assist gunners by pointing out mistakes in aiming, a camera gun fitted to the gun mount records the direction and amount of error made by each man. When the film is developed and projected onto a screen, faults can be pointed out, and accuracy improved.

THE PORTOBEL

But sitting behind an unloaded gun, relying on your imagination to provide the missing element of realism, is a poor substitute for firing at live targets. So the next step in the training of our LAA crews is a trip to the U. S. Army in Karlsruhe.

Here we are able to use a mysterious mechanism known as the "Portobel Trainer". This is a gun mount set up in the centre of a dome-shaped room, in which the student sits and sets his sights on target aircraft which fly around the

circular walls of the building. These aircraft are provided by movie films projected onto the ceiling and walls, so as to represent real aircraft flying at various speeds and at various angles of approach.

When the gunner presses the trigger switch, the rattle of machine gun fire fills the room, mingling with the roar of the aircraft's engines as it passes overhead and disappears from view. The machine takes a count of the rounds fired, and records the number of "hits" obtained.

Although the Portobel Trainer has all makings of a first-rate fairground side-show, these dubbed-in battle noises do in fact help a great deal towards introducing that hard-to-simulate element of realism. The score chart for each gunner indicates whether the instruction in gunnery theory and use of the sights has been absorbed and applied and the instructor can point out mistakes while the student is still sitting in the gunner's seat.

As the target aircraft comes into range, a small yellow dot appears on the film some distance in front of the nose

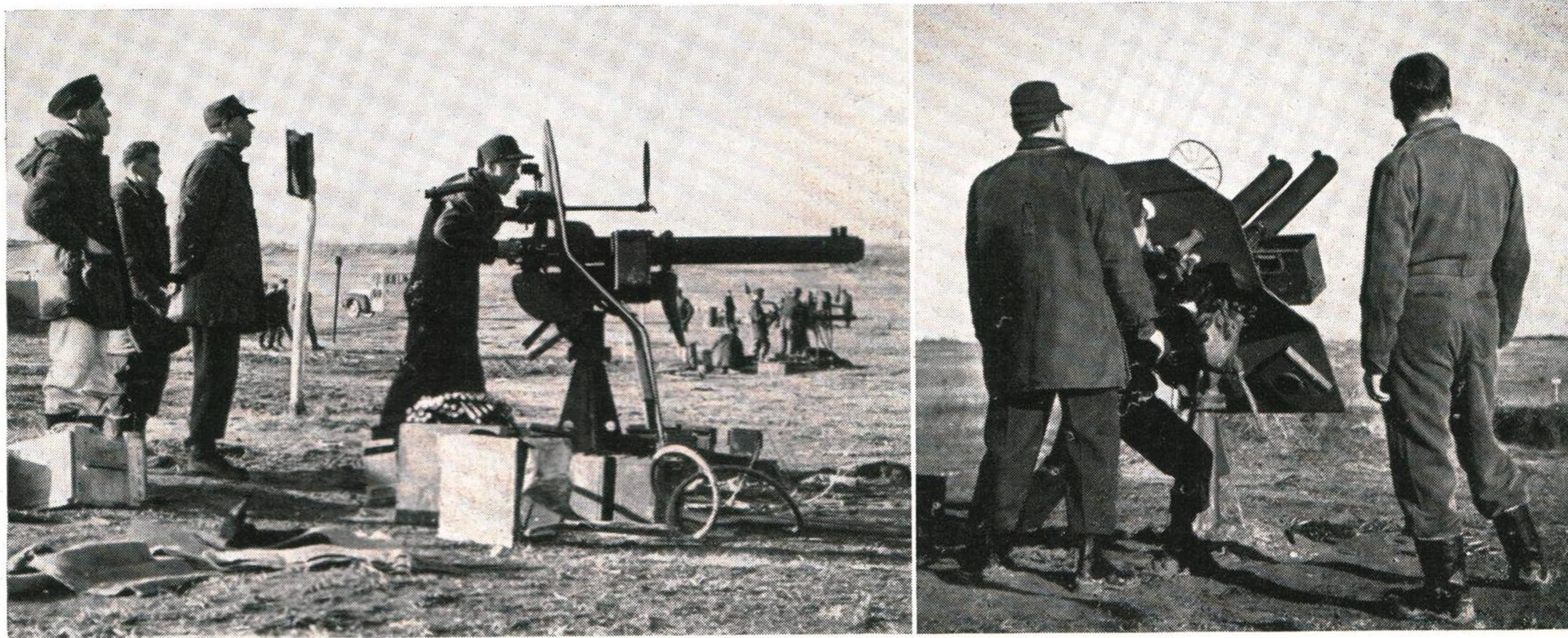
of the town sprawls a cluster of rather bleak French Army barrack buildings, behind which extends a large expanse of countryside, used as a firing range for artillery, tanks, infantry weapons of all kinds and anti-aircraft guns.

This range is reserved periodically for use by the RCAF, and parties of LAA trained students from each of the Fighter Wings assemble here for their first taste of live firing. Those who attended the first of these shoots during November of last year, can claim to have taken part in writing another small chapter in the history of the RCAF.

Every man gets the opportunity to fire at air and ground targets, with a liberal allowance of ammunition.

The next party of airmen will in fact be going to Suippes during the last week of this month, and with good weather, this should be the best trip yet.

During Carte Blanche, everyone was understandably disappointed at the lack of business experienced by the



Live firing at Suippes. (Left) Engaging ground targets at 800 yards range, and (right) firing at a sleeve target being towed behind an aircraft, under the watchful eye of the safety officer.

of the plane. This indicates the amount of lead which the gunner should be applying, to compensate for the speed of the target. After one or two trial runs, the student puts on a pair of yellow-tinted glasses, and thereafter is unable to see this yellow marker-spot. He must then depend upon his gun sight to determine the correct point of aim.

The Portobel Trainer is undoubtedly the best possible form of anti-aircraft training next to actual live-firing, and we have been very fortunate in having had this facility made available to us by the U. S. Army.

LIVE FIRING

The third and final phase of LAA training is probably the most enjoyable, and consists of live firing at air-towed and ground targets.

This takes place at a remote spot in the Champagne district of France, close to the town of Suippes. On the edge

LAA gun crews, even though a 444 Sqn gun did claim one F 84 destroyed. Even so, should a real emergency ever arise, the picture may be very different, and we must always have enough men trained and available to operate our guns.

Should your own name ever appear on the list of candidates for a future LAA course, resist the temptation to report sick or apply for compassionate leave, and come along for a week of interesting, different and useful instruction.

A change is as good as a rest.

STRATOFORT SQUADRONS EQUIPPED

The 93rd Bomber Wing of the U.S.A.F's Strategic Air Command will be the first unit to be equipped with B 52 Stratofortress eight-jet bombers, with a range of over 6,000 miles and capable of delivering hydrogen bombs to distant targets.

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Sports and RECREATION

Our Air Force Day program takes the sports spotlight for the month, with mass participation in inter-mess sports. Teams took part in fastball, horseshoes and tug-o-war tournaments, with the Corporals' Club coming out on top in all three events.

The day was finished off very satisfactorily with dances in the officers' and sergeants' messes, plus a really bang up dance in the Sports Palace for Corporals and below.

* * *

Now that the summer weather is here, there are lots of things to keep a person busy. The swimming pool seems to be attracting the largest numbers at the present time.

* * *

Our baseball team, after getting off to a poor start, is perking up and practising hard every evening. We haven't lost any games lately, but maybe that's because we haven't been playing any. However with all this practice, we have great expectations for the remainder of the season.

* * *

The warm weather hasn't had too much effect on the pool sharks, as we notice that the pool room is still a busy spot.

* * *

The tennis club is still open for membership, so come along all you tennis enthusiasts. We expect challenges from the other Wings before long.

* * *

The model aircraft and archery clubs have lost none of their popularity, and are still open for new members. The archers have been at a standstill for a few weeks, awaiting the arrival of new equipment from England. This should be here by press time.

* * *

A 14 piece dance band from the Tactical Air Command Band played for a station dance on Thursday, June 30th, in the Sports Palace. The Hall was set up in cabaret style and the seating capacity was doubled by using the grass area outside for more tables and a bar.

The music was wonderful, and the whole dance a resounding success.

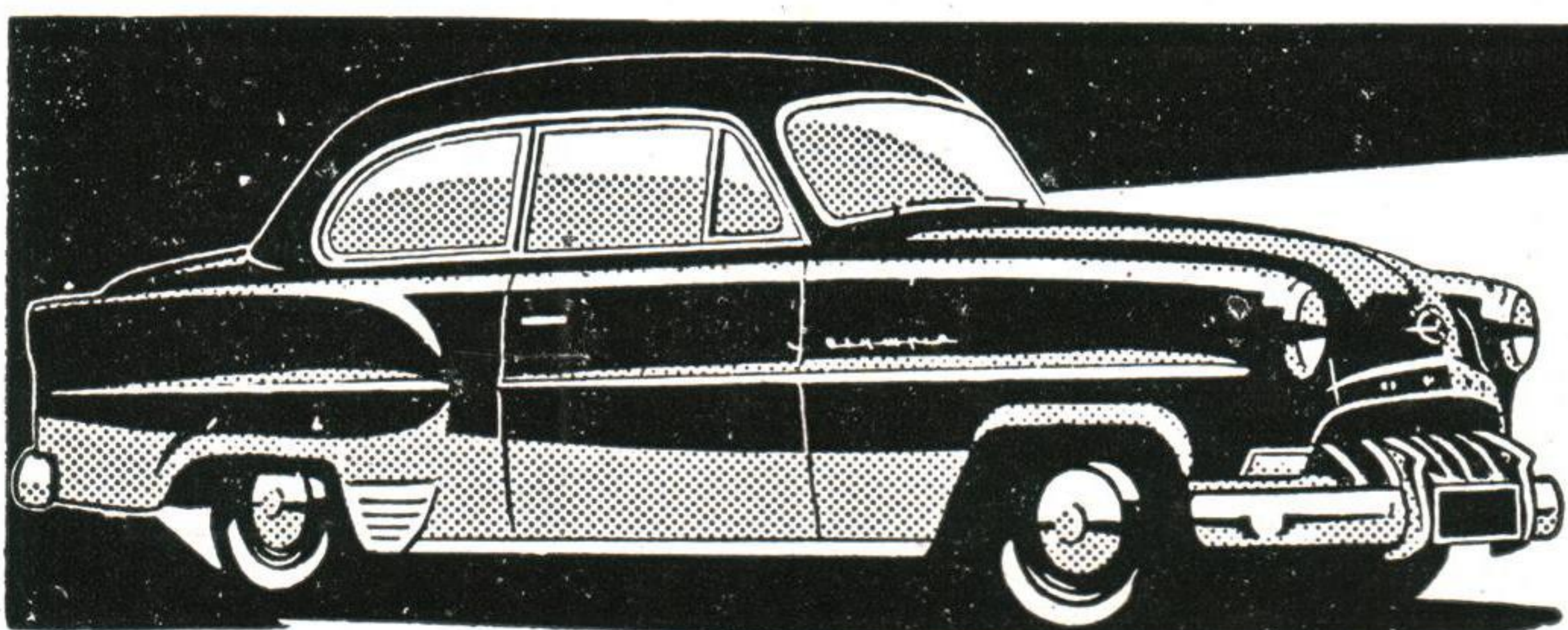
YOUR SPORTS STAFF

The Sports staff have been moving around since last issue. Flying Officer McHardy has been in Canada on a recreation course, while Cpl Vanderwater, after many farewell parties, has finally returned home. His replacement should be appearing almost any day in the person of Cpl Lou Lucas.

SNOOKER TROPHIES



The 1955 Snooker Tournament was organised by LAC Goldman and Cpl Noyce (shown left to right with trophies). Presentation of trophies to the winners took place on June 6th, with LAC Tait taking first place, Cpl Hayduk second, and third spot being filled by LAC Oliver.



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The Fighting 444th

Without a doubt the **June incident** that affected all of us, and the one that we will most often reminisce about was "Carte Blanche". **When** reams have been written little more should be said, **but from** where we stood (and from where we sat) it was **extremely** beneficial to everyone. It proved **interesting in that** we learned our weaknesses, and it proved **exciting** when we were applying our defensive and **offensive tactics**. All in all, a very good show.

All members of our squadron were deeply saddened at the death of F/O Bob Kostiuk on 12 June. F/O Kostiuk joined our squadron in May 1954. He will be greatly missed, both as a squadron pilot and for his likeable and pleasant personality.

It certainly was good news to hear that an extension of overseas tours may be granted. This, coupled with the fact that we are receiving many new pilots, will allow us to bolster our strength. The month of June has seen us welcome aboard F/Os Al Brown, Byron Doyle, Barry Jones and Bob Porter. Glad to have you with us and may your stay with the Fighting 444th be long and enjoyable.

It is with regret that we are saying adieu to many of our ground crew staff. All arms were bent at an almost 100% turnout party at the "Red Oxen" a short while back, to say farewell and bon voyage to 40 of our members. However we are expecting replacements and it should not be too long before we are operating again at our usual high pitch. After all, we must allow the other squadrons a chance to catch up. We want to take this opportunity to say thank you for the fine job you have done, and to wish all the very best of luck, the best of health, and the best of prosperity.

(Continued from Page 17 — Rhine Valley Park School)

a quarter of the lessons, examinations were taken and they, too, were sent to Canada for evaluation.

During the year a survey was conducted into the high school situation at all schools to see if a solution could be found for the correspondence dilemma. At command and Ottawa, consideration was given to the creation of resident central high schools, but finally the decision was made against such schools. The problem is to be met by supplying enough high school teachers to dispense with correspondence courses and have every high school subject up to grade XIII taught at each school.

At Rhine Valley Park School the new term will open on Tuesday, September 6th, with eleven new teachers who will join twelve of our present staff. Miss Marie Seguin who has done a fine job of work in our Grade IV and V



The Black Knights

by Flying Officer P. G. Davidson

Leading the list for this month as far as squadron activities were concerned was of course the exercise known as Carte Blanche.

A very welcome two day stand-down was enjoyed by all concerned after eight solid days of stumbling out of bed in the middle of the night, bolting a hurried breakfast, shuffling down to flights, and then either leaning on energizers or sitting in cockpits for long, weary hours. However this monotony was invariably broken by someone frantically waving his arms and screaming "scramble". Then, roughly two minutes later, four sabres would lurch out of the line, tear out onto the runway, and after a short period of excited babbling over the R/T, would take to the air in a manner somewhat resembling a formation. This scene was repeated innumerable times throughout the exercise, but was made possible only through the combined efforts of the pilots and ground crew who worked together as a well co-ordinated, efficient team.

Unfortunately, however, one very familiar face on the squadron was absent during the better part of June. S/L Ritch underwent an operation at 3 (F) Wing, and was on the sick list for quite some time. He is now reported to be coming along fine and should re-join us shortly.

We would like to extend a hearty welcome to F/L Jack Seaman, who has just joined us from Chatham. Jack is a very unique personality in that he was a member of 414 Squadron during the war. We wish him the best of luck on his second tour with 414.

room is being transferred to Marville, France as a Conversational French teacher, We welcome to 4 (F) Wing in the primary department, Miss Dorothy Lewis (Soest), Miss Carol McVey, Miss Freda Ackervall, Miss Myrtle Akre, and Miss Mary Ferguson; in the junior grades Miss H. Annebo, and Miss Adelaide Jackson; in the intermediate grades, Miss Howard; and in the high school grades Miss Mary Wall (Metz), Miss Erica Thompson and Mr. Patrick Daniel. We will have a staff next term of twenty-three teachers, including the principal and five teachers who will share the high school subjects.

1954—55 has been a good year at Rhine Valley Park School. It would seem that next year we will be able to give even better service to our boys and girls.

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GCA Scanners

The mystery of the month around the section is the identity of the culprit who disposed of a dead rabbit by placing it in the trash can just under FS Johnson's office window. It had Jimmy busy for the better part of two hours tracking down the offensive odour. At first he blamed it on the plumbing, but after much hard work on the part of the plumber it was decided to look elsewhere. A thorough search was carried out and at last it was narrowed down to the offending trash can, wherein reposed the carcass of the day-old dead bunny. Dire threats were issued to all personnel in the section by Flight Johnson in case of any recurrence.

If Johnny Martin is noticed coming to work with a broad smile on his face, it isn't because FS Donald gave him time off. The reason for the happiness is because Micheline has arrived, and he is now settled comfortably in PMQ's. From all the boys in the section we wish them the best during their stay at 4 Wing. When's the house warming scheduled for Johnny?

A farewell party was held last month for Sgt Benny Laporte, who will soon be leaving for Canada. Benny has been trying to find out all the good points about Bagotville.

During Operation "Carte Blanche" this section went on a twenty-four hour basis. The order of the day was blood-shot eyes, due to keeping a constant radar surveillance during the operation. Who says we don't work?

POT SHOTS

by Big Chief Penicillin

We welcome first some of the new members of the staff who have arrived in the last month or two; Flying Officer Thomas, Doctor Craig, Nurses Lane and Mercer, Sergeants Mailloux and Collins, Corporals Smith and Morris, LAC Pearson, LAWs General and Hart. May your stay in Germany be a frothy and happy one.

We congratulate Sgt Mailloux, Corporals Smith, Dupont, Morris and Shaw on making the grade on the last promotion board.

To those who have wondered about the cries of anguish and profanity issuing from the M.I.R. in the past month, I would like to explain that it was only the annual inoculation parade in progress. Can't understand the complaints about dull needles, as it took three MedAs and one sergeant two full days to sharpen up those old darts on the best grindstone in the CE Section. Anyway thanks for a good turnout, and you must admit, a good time was had by all.

To Doris and Rocky from all the staff, the best of everything on your new venture. May it be a happy and plentiful one.

We also have a few goodbyes to say to Squadron Leader Blake-Knox (and also congratulations), Flight Lieutenant Mannix and LAW Mc Lean. The best of luck to them at their new stations.

With due respects and thanks to its author, Flying Officer Welters, we take our leave this month with this masterpiece:

I think that I shall never see
a place in which I'd like to be
as much as 4 Wing's hospital
when I am ill, or feel like — — —.

A place in which I feel like rest,
am treated like an honoured guest;
Where every hour, day or night,
we customers are always right.

Where Millar, Mannix, Mox-Nix work,
and very pretty MedAs lurk;
Where people guard the crash alarm
should some poor pilot buy the farm.

So if you're ill, don't hesitate,
at Carroll's clinic you will rate
a place where you'll feel like a king,
the Waldorf of 4 Fighter Wing.

From the Ground Defence Section

As the July issue appears Sgt Ashcroft is patiently awaiting news of his embarkation date for Canada. As usual he has taken his posting to Bagotville with his infectious grin and a quick drink.

Sgt Schell is still trying to make up his mind where to make for on his Summer leave, and Sgt Hargreaves is busy working on the three Queen's Medal contestants, to try to produce a 4 Wing medallist in this year's competition.

Despite many threats, promises and false alarms, our pace maker FS (fine-and-dandy-let's-go) Doherty still hasn't produced the long heralded used car, which he has been in the process of buying for nearly six months now.

Cpl Pruden has been on leave welcoming his wife from Canada, and arrived back looking a little tired from the journey. We hope Mrs P. is going to be happy here.

After our brief but hectic operational interlude on "Carte Blanche" the section is back to its steady training routine again, and putting its stock of weapons back together again after having had them out from under the dust covers for the first time all at once.

After a long period of explosive sneezes, F/O Nelson finally took time out during the exercise to check in at the hospital briefly to have his hay fever fixed. He arrived back bright of eye, pink of cheek, and ready to do battle with nary a sniff or blow.

Although rather pushed for time during Carte Blanche, our dry humorist, Cpl Fryatt, still managed to sneak home at 3 a.m. occasionally to take junior for a couple of runs around the block. How keen can you get?

A two-day celebration observed by Cpls O'Brien and Ferrish was said to have been in honour of the birthday

of O'Brien junior. Too bad that junior was too young to take part in it himself.

One of the concrete results of the exercise was the establishment of a section cribbage and scrabble champion, the dual title being won outright by FS Doherty, after the compulsory elimination of everyone else. Cpl O'Brien was well on the way to the cribbage title, until FS Doherty outlawed the game in the last round.

Engine Bay Oil Spots

by LAC E. L. Kukucha.

Your make-believe reporter has finally had a crack at the TD gravy train. Although it was only to 3 Wing for a short two weeks, it turned out to be very educational, if nothing else. About the best part of it was that I had to sit on the sidelines for operation Carte Blanche. Naturally I felt real bad about that.

Speaking of people going on the gravy train, one of our fitters really got a good one. It appears that someone wanted to send one of our engines on display down to Geneva, Switzerland, and LAC Belliveau was the lucky one selected to make the trip. We all hope he will have a very good time while he's down there for the two weeks, although there was a lot of work to be done, getting everything ready.

At long last there is peace and quiet in the section again. Sgt McDonnell and his long whip have departed into the wilderness of 422 dispersal to a place called "Transient Flight". Log Control report that the whip must really be cracking, as the morning reports are coming in faster and F-A-S-T-E-R.

Take it easy on the boys, Mac October 1st is not very far away.

Guardhouse News

by Corporal Art Gauthier.

Exercise Carte Blanche caused the entire section to be placed on a 24 hour alert, with four shifts combined to form two large shifts. Each was working twelve hours per day.

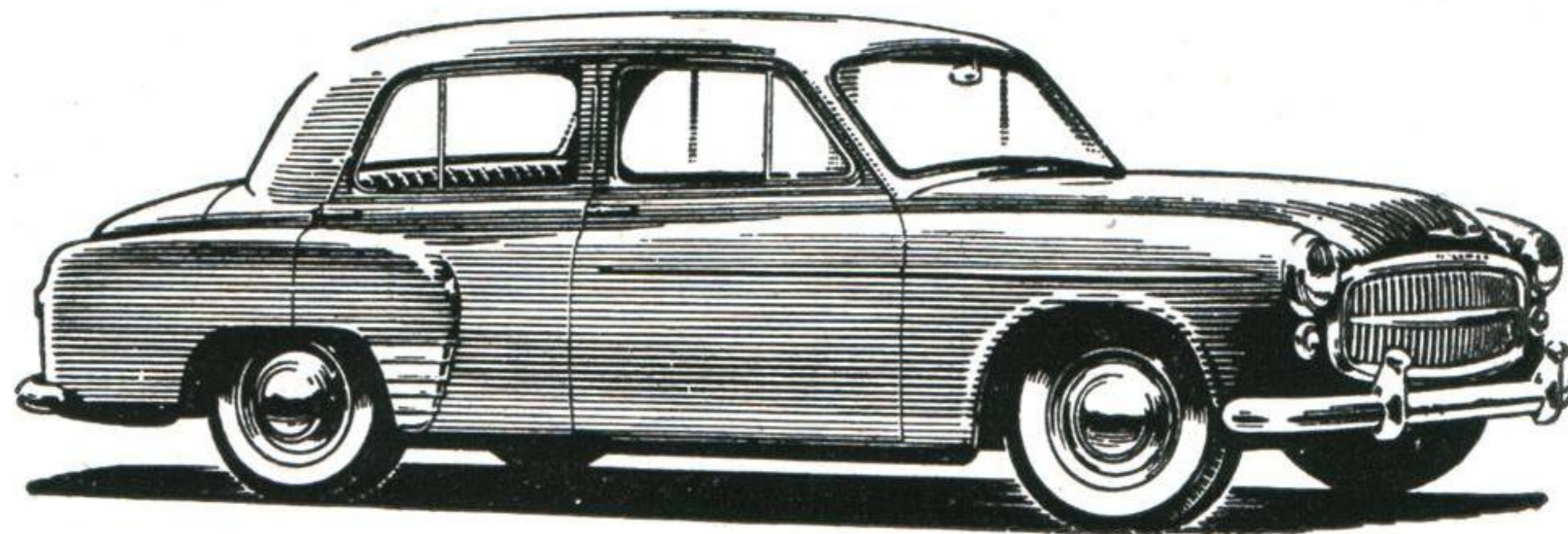
With the arrival of eleven security guards from Canada recently, the section has been somewhat bolstered in manpower. According to informed sources, thirty more are still to come.

Some good news was received lately, when we learned that Security was to become a group 3 trade. Instead of Security Police, we will now be known as Air Force Police. Most of the boys will be writing an examination for group 3 in September, plus the Corporals' qualifying exams later this Fall.

Presently on Temporary Duty in Metz are Corporals Tischer, Martin, Gordon and Gummer. Cpl Dawson returned recently from a warm sojourn in Rabat.

By the time this edition hits the newsstands your scribe will have joined the married ranks. The bride-to-be is Miss Anne Diebold of Huegelsheim. The ceremony is to take place in the RC Chapel on July 16th.

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Management: OTTO BÜHRLE, head-cook



Large, medium or small? — it made no difference anyway when the time came to fit everyone with respirators for Exercise "Carte Blanche". The facepieces came in one size only, requiring any necessary adjustments to be carried out on the heads of those airmen not constructed to approved dimensions. Shown preparing customers for the gas chamber are (left) Sgt Ken Ashcroft and (centre) Cpl Alf O'Brien.

Corporal Byron Dale will be following the writer on August 13th, with Miss Ursula Degler of Gaggenau, with the ceremony taking place in the Protestant Chapel. Cpl Dale's wedding will be the seventh to take place on the station with a German bride.

Two old-timers are leaving here for Canada this month. Auf Wiedersehens are extended to Corporals Tetlock (Station Edgar) and Johnstone (Mont Apica). Best of luck to you both. Sid Tetlock will especially be missed on the ball diamonds in his capacity as umpire, with the familiar strains of "Yerrrrrrrrr OUT".

Maintenance Memorandum

by Cpl WE Dawson

The stage was set; all riggers of the Wing Maintenance family were assembled in the friendly atmosphere of Gasthaus Zum Adler in nearby Bühlertal, anxiously awaiting commencement of festivities, only one small item had yet to put in its appearance. After considerable quantities of refreshment had been consumed, and small talk had dwindled, the band finally arrived, long overdue. Hours later all was forgiven and most agreed that once again the entertainment committee had provided us with a party second to none.

On the more serious side, those gaunt, pale, undernourished, over-worked personnel wandering about the station in a state of near collapse, were some of the shift

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workers during operation "Carte Blanche". One hero arose in our midst and kept us awake during the wee hours with gallons of hot coffee. Thanks to LAC Hughes, surprisingly enough a kipper coffee-maker. It is hoped that most have recovered from the operation, not necessarily from the coffee, Norm.

We understand the condition of the Corporals' Club is now critical, since the almost complete loss of the services of Scotty Moir, now otherwise engaged with the recent arrival of his family.

Due to the return of Slim Henderson, our blossoming young Rembrandt, to the airmens' dream of Utopia — Sea Island, there is a current search underway, supervised by WO Harbun, to find a replacement.

Off once again to greener pastures, Sgt Sopaz, the first half of our TD Twins (the second being LAC Gregoire) to a month displaying the Orenda Engine in Switzerland.

The latest amendment to Wing Maintenance Instructions should be:

For; "F/O (Never here) Cheek", read "F/O (Always here) Cheek" he was pacing the hangar floor constantly throughout the entire operation Carte Blanche. Flipping his silver dollar incessantly, he almost lost it in the semi-darkness of the hangar.

Accounts News

by LAW L. H. Puurola.

Hello's first to the newcomers to Accounts: Flight Lieutenant Hull is on Temporary Duty here from Air Division Headquarters, pending the arrival of our new PAO. Our former PAO, Flight Lieutenant MacFadyen, is holding down Mr Hull's place in Metz, pending his return to Canada and civvie street.

We have had several enquiries about that "luscious chick over there", who happens to be Mrs. Rosemarie Haddad, and who is giving NPF a helping hand. While we are speaking of NPF, that dark, dashing chap over there, gals, is LAC Earl Mc Chesney, who arrived here from Air Division Headquarters, and is busy sorting out the problems of Non Public Funds. LAC Gerry Lord is a happy man again, now that his wife and son finally arrived at 4 Wing, and he can once again enjoy those delicious home-cooked meals. And of course there is our latest arrival, LAC Bruno Champagne (how about that for a name!) who hails from Station Mont Apica, P. Q.

As usual where there are welcomes, there are also good-byes. LAW Carol Hammond has flown to Rockcliffe and is living it up in good old Ottawa. Cpl Knobby Clark, with his German bride and new-born son, left for Sea Island and, needless to say, was very happy with his preference posting.

Like so many sections, Accounts is now losing many of its "originals". That nice Flying Officer (Oops! I mean Flight Lieutenant) Don Stewart, NPFAO, is sailing with twelve gorgeous airwomen for Canada July 1st. Now remember, sir, no fraternising with W. D's. . . . Destination by the way is St. Margarets, N. S., where he will be SAO, PAO and NPFAO. So happy his promotion came through before he left, as it gave us a chance to say our congratulations (that beer was some good). Three of the lovelies accompanying him are Corporal Georgie Williams, who is headed for Station St. Hubert, LAW Rose Marie Boulding (also St. Hubert bound) and LAW Angie Riou, who is making for the wide open spaces of Portage la Prairie. We had a joint thrash with the Supply Section in honour of the gals and guys who are leaving, and they were presented with tokens of appreciation.

LAW Rolande Rainville is still in hospital at Wiesbaden after the unfortunate accident with her brand new limousine. Hope you are up and around shortly, Rolande.

Three corporals from our section spent two weeks at 2 Wing learning to be leaders. They were Corporals Williams, Mousseau and Kientz, and returned to work looking very well rested (must have been a tough course!).

LAW Susan Timmermans — nee Pauline McAllister (her hubby prefers Susan) took time off to get married and honeymoon in Holland, while LAW Rose Marie Boulding is flashing a sparkler, and will also be married before the end of the year (that income tax refund had nothing to do with it) in Penticton, B. C. Lucky man is Corporal Bob White. Rose Marie will be returning to 4 Wing for the duration of Bob's tour.

LAW Angie Riou and Corporal Georgie Williams spent two glorious sun-tanning weeks in Algiers and Mallorca, while LAW Ethel Wallace took a run up to England to visit friends and relatives. Sgt and Mrs Wes Wenman and daughter toured Holland for a couple of weeks.

And that I think winds up accounts staff meanderings for the past month and a half.

Instrument and Electrical Flashes

by LAC R. Binns.

The long established motto of our section "When in doubt, heave it out" has rung so true during the past few months that our column for the "Flieger" has had to suffer, much to our regret. So instead of preparing written epigrams, we've been repairing smitten diaphragms. However, all good things to an end must come, and now we are back in circulation once again.

The biggest thrill for months to the section has been of course, "Eggs a la Carte Blanche" with everyone adoring the garments of the well dressed man about air raid shelters (except the wheels of course who have been making legends reminiscent of Davy Crockett). We have since returned to the more peaceful and wholesome pastime of making life a misery for the other trades (except for the wheels, who never make anyone's life a misery).

Cpl Al Browne, the famous model aircraft designer, has been proud to announce the production of his super 1955 streamlined masterpiece to be named Kevin Allen. Completion of this new model could not of course have been achieved without considerable help from Mrs. Browne.

That terrible trio, Cpls Hall, Mooney and Grealy, will shortly set sail for Canada following the trail blazed by Sgt Keith Hird who has already left. It is rumoured that others may be leaving shortly, depending largely on forthcoming trade board results.

It may have been noted recently that stock in the car market has taken a steep rise. This has been due in no small way to LAC Johnny Adcock, whose average at present is one wreck per month. It has been said that Johnny's success in this field is due to his ability to attempt the impossible, and fail.

Meanwhile words of wisdom from the sombre surroundings of the only brown papered office in the district flowed around the ears of Cpl Ken Bradley saying "Go ye forth and consort with the peoples of Gods own country". We assume Ken will have many war stories and battle scars to show on his return from Rabat.

By the way, there is no truth to the story that the junior members of the section have started singing lessons in an effort to counter the exploits of a certain fellow member. There are however, indications that the senior members may shortly be taking smiling lessons in preparation for the next section party.

With this pleasant thought we will leave you and return to our vocation, taking with us memories of consternation, arbitration, credulation and vindication.

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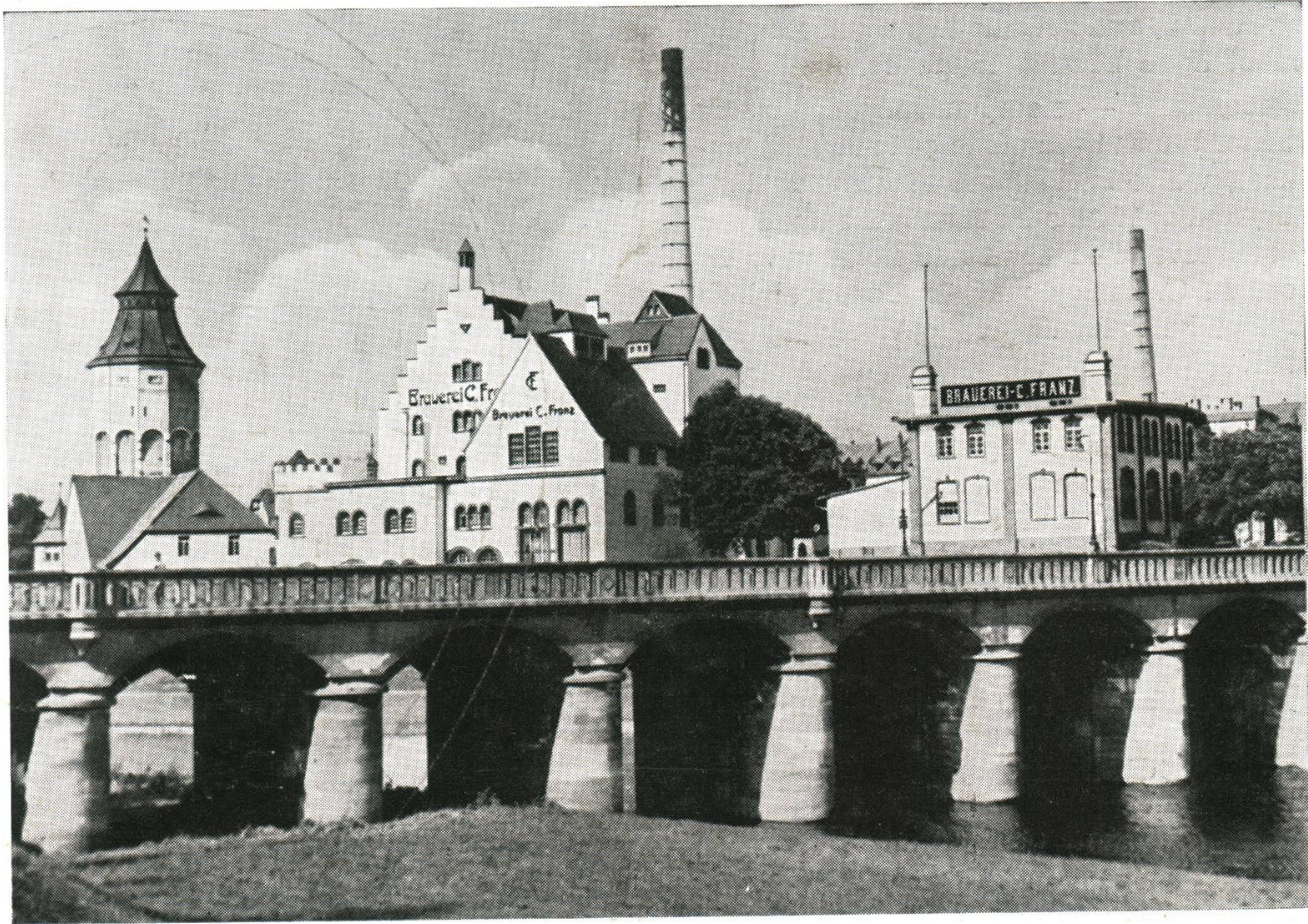


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