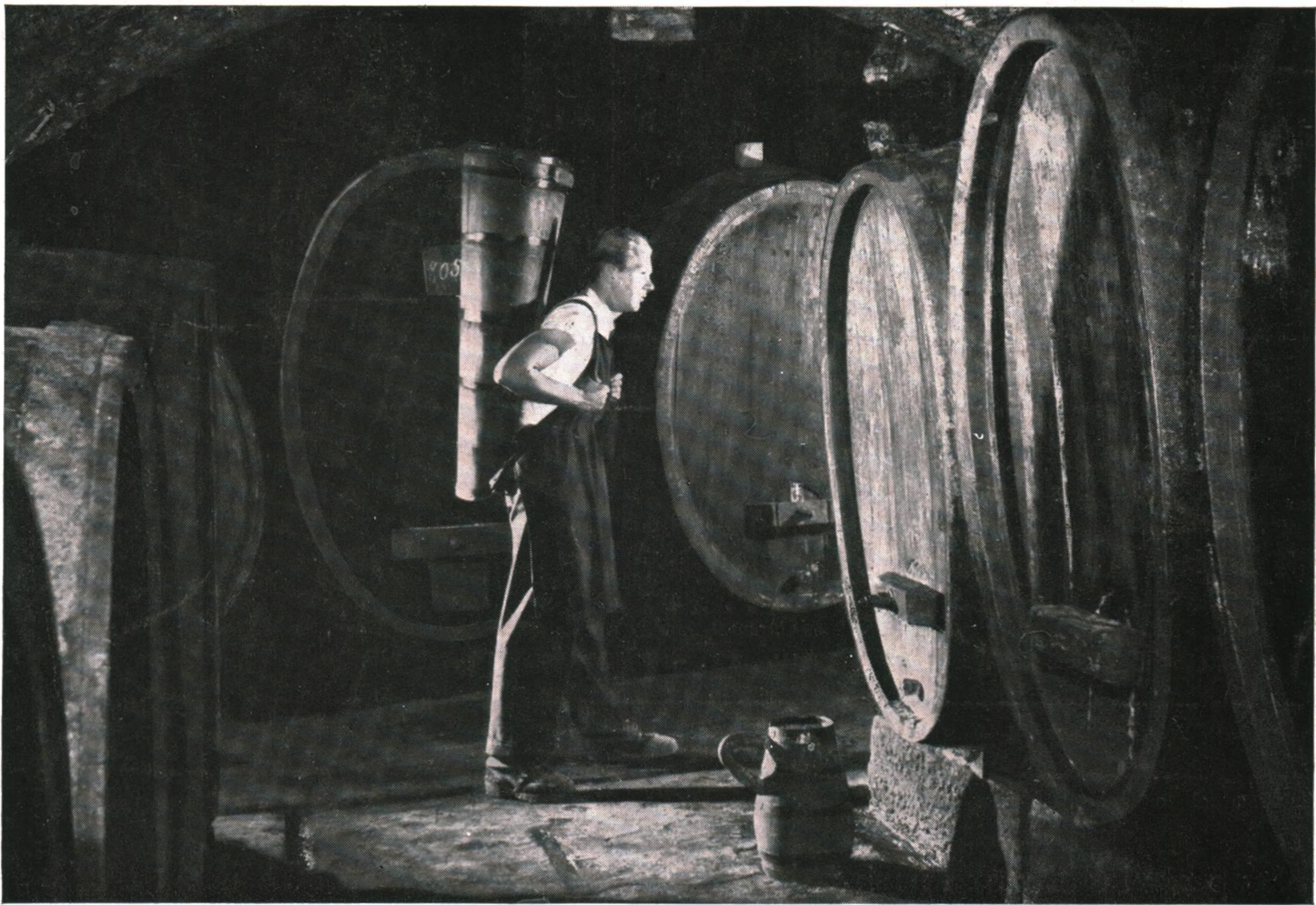


# Schwarzwald- Flieger




WINE CELLAR IN THE BLACK FOREST (COVER STORY PAGE 1)

PUBLISHED BY  
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BADEN - SOELLINGEN  
GERMANY

VOLUME III · OCTOBER 1956 · NUMBER 10



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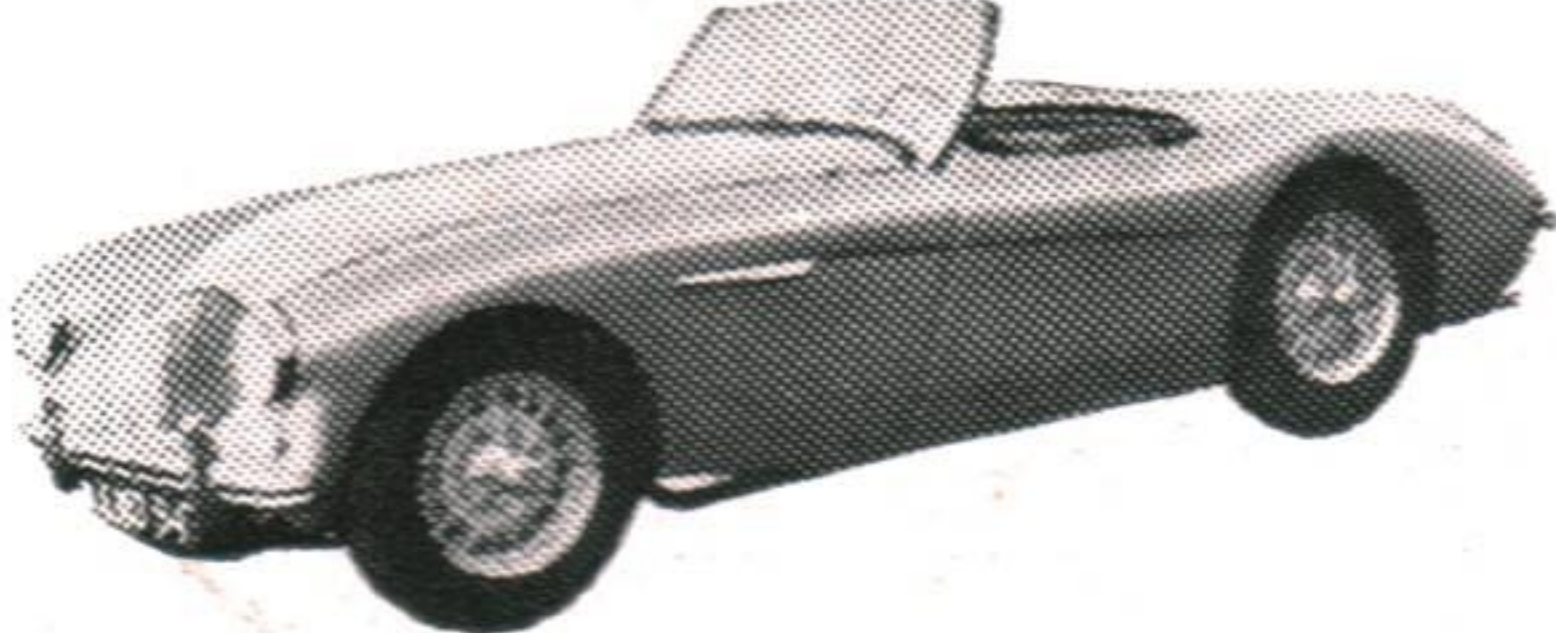
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# EDITORIAL

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Your debts are settled — nothing owing?

Or was it just a stifled sigh  
As someone's brand new car rolled by?  
Perhaps the wife's reminded you  
Her coat's so old the wind blows through?

Or what about that trip to Rome? —  
Did you decide to stay at home  
And tell the kids they'd have to wait  
Because of your insolvent state?

If so, maybe the smartest thing  
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An Austin Healey, fur coat or  
Whatever you've been saving for.

With Savings Bonds you can't go wrong,  
So get your hat and drop along. T. D. N.



# Schwarzwald-Flieger

*(Black Forest Flyer)*

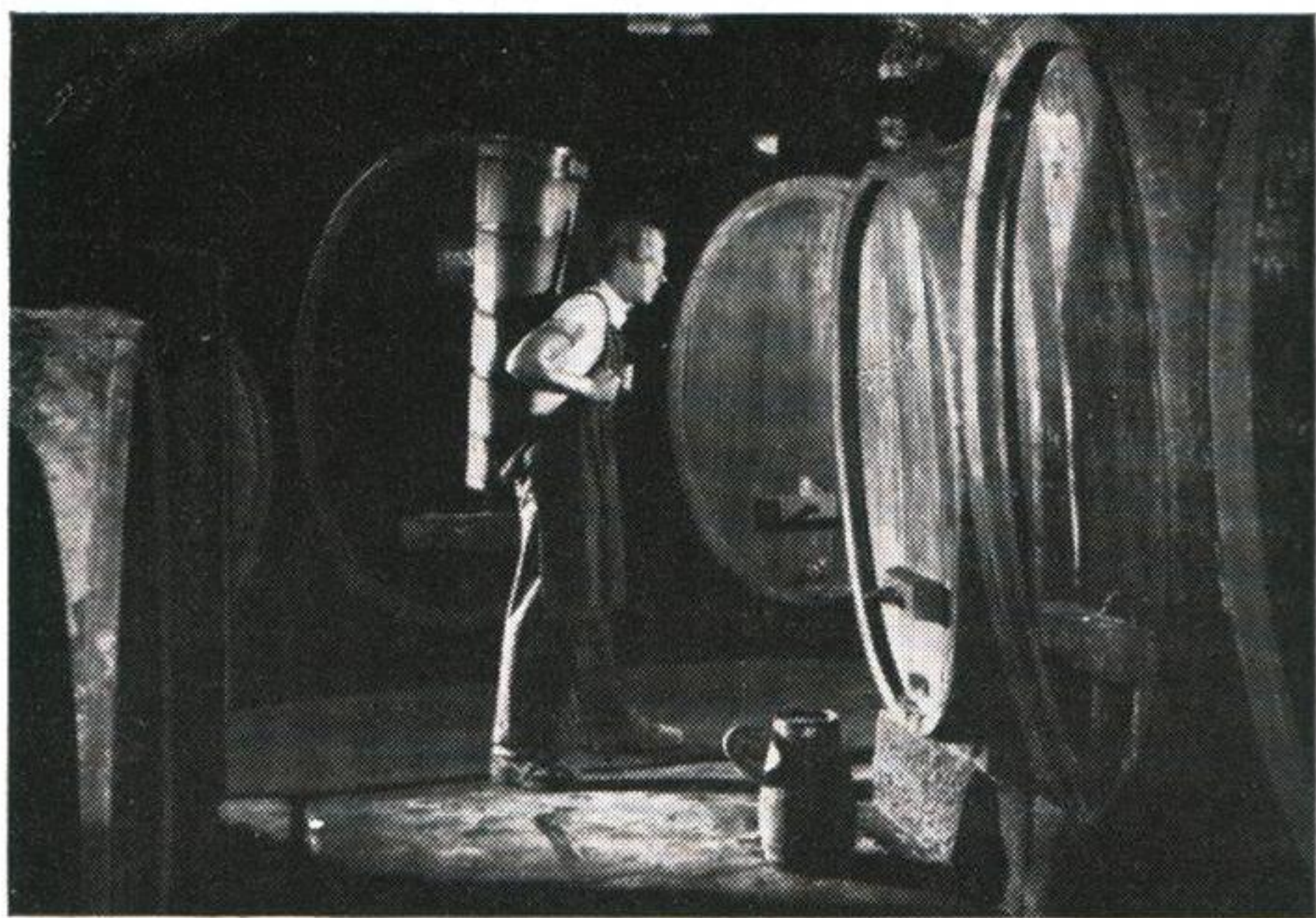
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## This Month's COVER STORY

### Wine Harvest Time is Here Again

by Dr. Rutger Hundt.

The months of September and October bring with them the annual wine harvest to the vineyards on the hill-sides bordering the Rhine, Mosel, Nahe and Neckar rivers. Work starts for the pickers on the steeply terraced slopes at 5 a.m. each day, with most of the picking being done by women and children. The men collect the grapes from the pickers and carry them in large wooden containers strapped on their backs to the collecting points in between the vineyards, where the carts stand waiting with empty barrels.

From here they are transported to the wine presses in the nearby villages. The first grape juice looks like dirty water and has a very sweet taste. This is poured into huge barrels in the cellars and allowed to ferment. A few weeks later you can obtain glasses of this very young

wine — called Federweisser — in the local Gasthauses. It looks rather cloudy, is very pleasant to drink, but is also very potent.

After the first fermentation the wine is left to settle and it becomes clearer. Then it undergoes its second fermentation so that by late summer of the following year the wine is ready for sale.

In bad years sugar has to be added to the wine. This makes it more pleasant to drink but causes hangovers. But the best wines are of course the pure ones. One of the most well known is the "Spätlese", which is made from grapes which have been left on the sticks until the end of the summer and picked just before the first frost. Another quality wine is the "Auslese" — made from specially selected grapes. At the top of the list of high grade wines comes the "Trockenbeerauslese", which is also the most expensive. The grapes for this brand are left on the sticks until they are shrivelled almost to raisins. Only in the very best years can grapes be harvested for these three types of wine. The older the wine, the better it tastes and the better the body can stand it.

The wine connoisseur admires first the colour of his wine, then smells it carefully, chews a little of it on his tongue and drinks the rest in small sips. In order to give the wine a particularly good taste he eats a piece of dry black bread between glasses.

The end of the wine harvest is celebrated in many areas with processions, festivals and wine fountains. Three villages in this district known for their particular brands are Neuweier ("Neuweierer Mauer Wein"), Kappelrodeck ("Hex vom Dasenstein" and "Stich den Buben" wines), Varnhalt and Bühlertal.

# NEWS BREVITIES

We were particularly pleased last month to be able to welcome to the station Mr. and Mrs. McLarty of Dawson Creek, parents of Flying Officer Dale McLarty who was killed in the crash of the "Skylancers" aerobatic team. Mr. and Mrs. McLarty have been staying with Flying Officer and Mrs. Morrison, and came over to Germany to visit the Wing and meet many of Dale's friends.

Rhine Valley Park School enrolments showed a sharp increase at the end of October over last year's totals, with 446 students on the books.

G/C Christmas and W/C Winter represented the Wing at the conference of Commanding Officers earlier this month. By way of a change, as conferences go, this one was held at Berchtesgaden — former haunt of our old friend Adolf Hitler.

Dr. Hundt, our German dentist, is now outfitted with a complete, new dental unit, purchased by Station Fund, with which he will be able to offer first class dental facilities to all dependents.

As this issue of the "Flieger" goes to press we regret to find one of our older residents languishing in hospital. Our popular and hardworking Telecom Officer, Flight Lieutenant Scott, is having probably his first real rest since arriving on the station in 1953. We pass along our wishes for a speedy recovery.

A group of prominent Canadian industrialists is expected to visit Soellingen sometime next month, on a tour of Canadian units in Europe. Representatives of many different top ranking Canadian manufacturers, they are all members of the Canadian Industrial Preparedness Association — an organisation formed in 1947 by public spirited gentlemen to ensure that, should another emergency similar to that of 1939 ever again arise, Canadian industry would be in a better position to meet the sudden demands of the armed services. Their trip to Europe is to help acquaint them with the needs of the present day air force.

Another old timer also made the headlines a week ago . . . Flight Sergeant Joe Brown of Supply, one of the pillars of the Sergeants' Mess, left for Toronto, Ont., and a well-earned retirement after seventeen years in the RCAF.

Ted Heath and his orchestra were scheduled for a dance date in the ice arena on October 10th, with all indications pointing to a repeat of his earlier successful appearance here. The dance was to be the last on the calendar for this season, with the station hockey players, curlers and skaters waiting impatiently for the first ice to appear . . . all being well around the end of this month.

We learn from very reliable sources that a certain Wing Commander held a cocktail party two weeks ago on this station, at which a rye bottle filled with distilled water was dispensed to the rye-drinking guests without them detecting the difference.

## Air Marshall Billy Bishop

The September issue of the "Flieger" was already in the press when word came of the death, on September 11th, of one of Canada's greatest airmen — Air Marshall William Avery Bishop — at Palm Springs, Florida. The almost legendary "Billy" Bishop's daring and gallantry as a fighter pilot in the first World War earned him the Victoria Cross and the reputation of being the Commonwealth's top fighter ace, with a total of seventy-two enemy aircraft to his credit.

The feat which earned him the V. C. was a single handed effort in which he carried out a dawn attack on an airfield twelve miles inside the enemy lines and destroyed or damaged four enemy machines. He received his V. C. from King George V along with the D. S. O. and M. C. at the same ceremony. A year later he earned the D. F. C. for the phenomenal achievement of destroying twenty-five aircraft in the space of twelve days.

At the end of the war, a Lieutenant Colonel at 24, he had received all the highest British and French awards for gallantry. He was noted by friend and foe alike for his dauntless courage and marksmanship. In 1928 he was guest of honour at a gathering of German airmen in Berlin.

During the inter-war years he was concerned with commercial flying in Canada and Britain, and in 1929 became chairman of British Air Lines. After his return to Canada he became vice-president of the McColl Frontenac Oil Company and then in 1936 was appointed the first Canadian Air Vice Marshall. Promoted to Air Marshall in 1939, he became director of recruiting during World War II, and later had a great deal to do with the Commonwealth Air Training Plan.

In 1949 he retired from his post as vice-president of McColl Frontenac because of failing health. Billy Bishop's hardest battle has been with ill health, and it was this enemy which finally claimed him, at the age of 62.

Air Marshall Bishop — Canada's first airman V. C., inspirational leader, and last surviving member of Canada's "Big Three" aces,\* was buried in Toronto with full military honours.

\* The other two: Colonel William Barker, also a V. C. winner, who was killed in a plane crash in 1930 and Captain A. Roy Brown (credited with shooting down Baron von Richthofen, the German ace), who died in 1944.

F/S Rootes gives advice on

# HOW TO BUY A USED CAR IN GERMANY

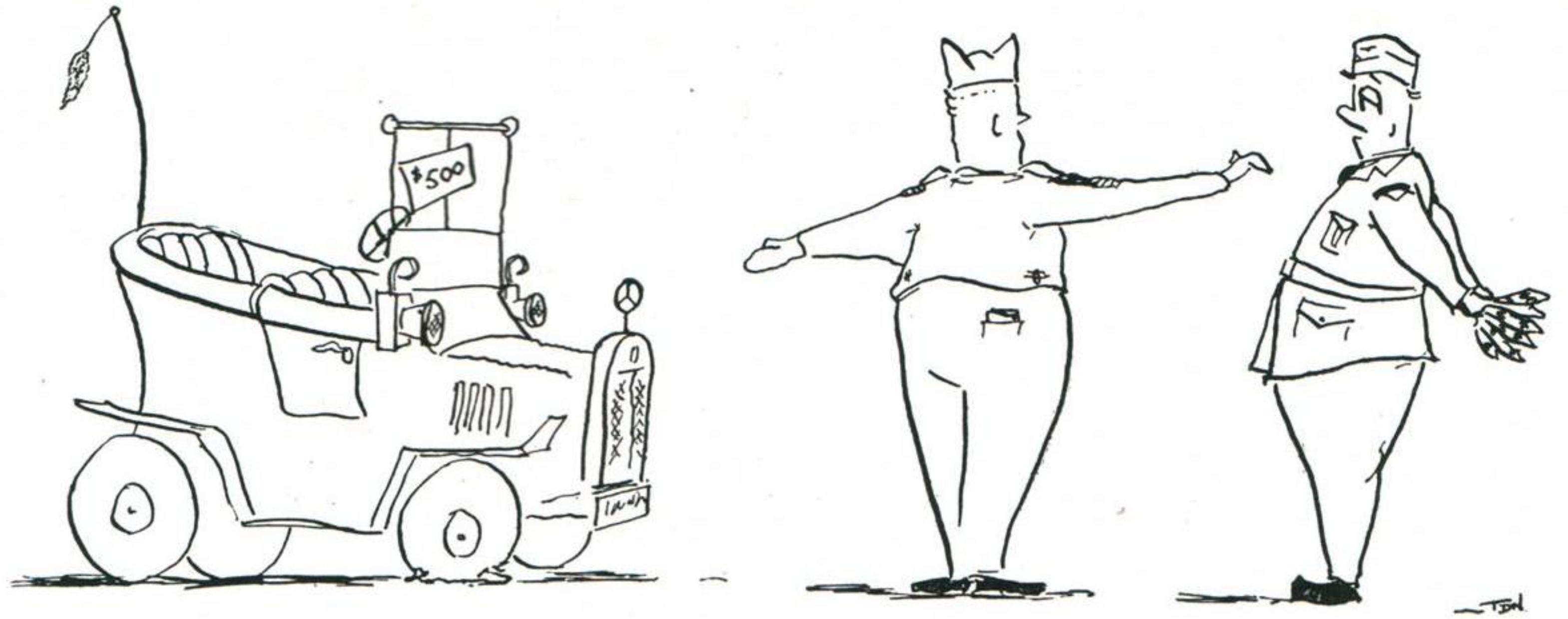
How can I buy a used car without ending up with somebody else's grief? Well let's face it — most people trade cars for two reasons; the first being an urge to own the latest model, and the second because they have decided that trading the old car in will either save money, or at least not cost much more than repairing old Betsy and running her another year. Since few fall into the first category it's an 80% chance you will end up with this kind. But don't despair — it's possible to get a good used car if you follow a few simple rules:

- 1 Buy a car you can get parts for easily. This, of course, rules out old models and points in favour of German manufactured cars. Foreign car parts have (besides transportation charges) about 30% tax on them. American car parts are available through EES or AFEX garages (in decreasing order of availability) as follows; Ford, G. M. and Chrysler, with the independents falling far behind and with increased cost.
- 2 Steer clear of flashy jobs (like the foxtail decorated types) which have probably been driven by just as flashy drivers. Most dealers strip junk off because they know it has a very limited appeal and is a dead give-away about its former owner.
- 3 Models such as convertibles and hard tops develop saggy doors, sloppy window suspensions, and in the case of fabric tops their life is extremely short — which leads to leaks, rotted upholstery and corroded electrical equipment such as radios.
- 4 Automatic devices such as transmission, power steering, power brakes, while demanding a premium price, lead to high repair bills (e. g. brake linings, which have a shorter life). A leaky seal in an automatic transmission can cost a lot for replacement. Your nearest automatic transmission overhaul shop is Heidelberg, so the older cars using them are poor risks.
- 5 Yes, she is a big, long, chrome beauty and she is cheap until you replace those four old accident-prone tires at the small cost of \$ 120.00 not counting the spare. Always consider the replacement cost of your rubber and don't forget that battery with the hidden age. Two years is a good average life for a battery, so a two year old car has an 80% chance of letting you down this winter if the battery hasn't been replaced.

All these things you know before you look at the price tag, so if it's what you want don't take a chance. Take the car out on a trial run and get permission to have it looked over by an experienced mechanic. Any honest dealer is willing to allow this and it doesn't take long. It may save you a hundred times the cost of the inspection. Your own motor club garage will do it for you using the following check list (most of it you can do yourself if you are mechanically inclined):

## Engine

- 1 Compression test.
- 2 Ignition general inspection, wire, distributor, plugs, coil.
- 3 Electrical system, general condition of wiring, load test battery, operation of starter and generator system.
- 4 Cooling system, hoses including heater hose and circulation check; check radiator for leaks.
- 5 Check block for cracks and leaks (both oil and water).
- 6 Check engine mounts and fan belt.



## Chassis — Front

- 1 Check springs and shocks, including rubber bushings.
- 2 Check steering knuckles and play in steering system.
- 3 Check king pins (if any) and front end for shock damage (i. e. bent rods, torsion bar etc.).
- 4 Check for brake fluid leaks externally.
- 5 Inspect tires and look for gouges and flat spots due to imbalance.
- 6 Inspect master brake cylinder for leaks and rotted rubber dust boot.
- 7 Look for welding repairs.

## Chassis — Rear

- 1 Check springs for broken leaves.
- 2 Remove one rear wheel, check brakeshoes and cylinder for leaks, check bearing seal for leaks, check externally for leaks on other rear wheel.
- 3 Inspect shocks for leaks and worn bushings.
- 4 Check for play in universals and rear end.
- 5 Inspect exhaust system for corrosion and leaks.
- 6 Inspect rear tires.
- 7 Look for welding repairs.

## Driver's Position

- 1 Check brake pedal travel and free play.
- 2 Emergency brake for operation.
- 3 Check clutch release position.
- 4 All instruments for operation, including heater fan and radio.
- 5 Check for broken glass, door catches and faulty window lifts.
- 6 Check all lights, including brake and turn signals.

## Body

- 1 Check for cracks, peeling or evidence of collision damage.

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# Canadian Current Affairs



**STAMP** — Canada issued the world's first stamp with a theme of fire prevention October ninth to mark fire prevention week. The stamp is red and black in color and depicts a burning house with a warning slogan superimposed. Fire Marshall W. J. Scott told a service club meeting recently that Canada's per capita loss due to fire was five dollars and 86 cents last year — the highest in the world. He said that 500 lives and 100-million dollarsworth of property were lost in Canada every year because of fires caused by carelessness. Mr. Scott pointed out that Canadians pay five times as much for fire insurance as they do for fire prevention. And he suggested that this ratio be reserved.

**URANIUM** — A British immigrant and a Czech refugee, now living in Canada, have stumbled on what is believed to be a promising and rich source of uranium in Ontario.

John Gregor and Bob Sybal were in the habit of taking a geiger counter with them on fishing trips, and two weeks ago on such a trip, they found a uranium outcrop near Perth, about 50 miles southwest of Ottawa.

The partners have not yet decided whether to hold on to their claims or sell out to a company. Meanwhile, a flood of prospectors has moved into the district to stake claims.

**TRAINER** — The RCAF is trying out a new jet-fighter trainer in Ottawa and Trenton, Ontario.

It is an English aircraft, the Provost, and it should cut down the training time of jet pilots by many hours if the Air Force finds it meets the tests.

The British company which builds Provosts, Hunting Associates Limited, says that by using the new trainer, the RCAF could close one training school out of every four without any drop in the number of jet pilots the schools turn out.

**METEOR** — A large meteor is believed to have crashed in central Saskatchewan. It was sighted from an astronomical observatory in Regina shortly before amateur radio operators reported hearing a plane crash about 150 miles northeast of that city. However, Air Force authorities said that no aircraft were missing.

From the Regina observatory, the meteor appeared to be about 100 miles north and 40 to 50 miles above the earth. It was seen just before sunset. Observatory officials said the sighting was extremely rare. They went on to explain the observance of a meteor at close range in daylight occurs only about once every 10 years.

**FARMERS** — Cash revenue for Canada's farmers rose in the first half of this year to nearly 1 billion, 200 million dollars. This was an increase of 168 million over the same period last year and resulted almost entirely from higher wheat sales for prairie producers. All three prairie provinces showed notable increases in the first half of this year, with Saskatchewan reporting the most spectacular — about 50 percent more cash income for the farmers than last year. In Ottawa, the bureau of statistics noted that prairie farmers benefited from higher average prices for wheat, along with a substantial increase in sales. Wheat had moved slowly the year before, but picked up sharply in the Spring and early Summer this year.

**CONFERENCE** — The International Civil Aviation Organization is holding its third air navigation conference at its Montreal Headquarters this week with technical experts from more than 20 countries attending. The chief problem being discussed is night navigation and the avoidance of mid-air collisions. Safety measures, such as anti-collision lights, will be studied and special attention will be given to the use of seats which face to the rear in passenger planes.

**ATLANTIC CROSSING** — A British naval officer has crossed the Atlantic alone in a 21-foot sloop. Peter Hamilton of Glasgow, 35-year-old frigate captain in the Royal Navy, completed the crossing in 42 days. He made the trip from Glasgow without a radio or a boat motor. Navigation was rough, he admitted, on both coasts of the Atlantic, but mostly it was fast, smooth sailing. He intends to continue from Rimouski, Quebec, to Montreal. Afterwards he plans to make a cross-country tour of Canada. He will go home by plane or liner.

**445 SQUADRON** — The RCAF's Number 445 (Wolverine) Squadron, which will be the first to fly Canadian jet night fighters overseas, will leave for its new base at Marville, France, in November. The squadron has taken delivery in Ottawa of the first of its new aircraft, the Canadian designed and built CF-100. The planes will be flown to Europe via Labrador and Iceland, with each leg taking about three hours. Three other squadrons are due to move to Europe next year.

**WEDDINGS** — Wedding bells rang for more Canadians this August than in the same month last year. The bureau of statistics says 15,435 marriages took place this August, compared with some 13,000 last year. Since January of this year, more than 79,000 marriages have taken place. There were barely 74,000 in the same period in 1955.

**MacDonald** — The leader of the CCF party in Ontario, Donald MacDonald, says there's a beer baron in the province who dictates the prices of the foamy brew in Ontario. Mr. MacDonald told a party rally in Toronto that the firms owned by Industrialist E.P. Taylor set the prices for beer in Ontario. He said the Ontario Liquor Control Board had only rubber-stamp control. The CCF leader quoted a combines report which said that Mr. Taylor had obtained control of all breweries in Ontario except Labatt's through his firm, Canadian Breweries Limited. Mr. MacDonald said this was the reason there was no effective competition among Ontario breweries. He added that the Ontario government was not taxing the breweries enough. The Ontario treasury could get an additional 18½ million dollars a year if it taxed the breweries as much as Quebec did.

**MARGARET** — Princess Margaret is expected to make her first official visit to Canada in 1958, but it is not likely to be a cross-country tour. This was reported in a Canadian Press despatch from Ottawa. The Princess has been invited to take part in the 100th anniversary celebration planned in British Columbia for 1958, and her tour may be limited to that province. In 1959, Queen Elizabeth and the Duke of Edinburgh will visit Canada to officiate at the opening of the St. Lawrence Seaway and power project. It will be their first visit here since 1951, when the Queen was a princess. In London, Buckingham Palace said it has no information on reports that Princess Margaret will visit Canada in 1958. A spokesman said that the date was still rather distant and the Royal Family seldom made plans so far in advance.

**HEALTH** — The Canadian Press reports from Ottawa that the federal government plans to introduce legislation for a national hospital insurance plan at the next session of Parliament. The news agency says this, in turn, will likely mean that the Minister of Finance, Mr. Harris, will be unable to make any real tax cuts in his budget next Spring. Last January, the federal government offered to pay half the cost of a national health insurance scheme, starting with hospital care and diagnostic services. The ten provinces would pay the remainder.

The scheme would go into operation only if a majority of the provinces, representing a majority of the population accepted. So far, only the provinces of British Columbia, Saskatchewan and Alberta have accepted.



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**PLANES** — Preliminary talks have taken place in Ottawa in connection with the possible sale of Canadian Sabre jets to West Germany. As yet, however, no orders have been placed at the Canadair plant in Montreal, where the fighters are produced. Canada has already agreed to provide Germany with 75 Sabres worth 36-million dollars as a gift under the mutual aid set-up of the North Atlantic Treaty Organisation.

**AIR FIRING** — Canadian Air Force units in Europe will have a new practice range early next year for their air-to-air rocket-firing exercises. RCAF Headquarters in Ottawa announced that the new range would be in the southern part of Sardinia, a large island off the west coast of Italy. The Canadian Air Division is now using a practice range near Rabat, Morocco, but the French government needs the range for other operations.

**WILLIAMSON** — A Canadian who really struck it rich with an African diamond mine will make a special presentation to Princess Margaret when she visits his mine next month. The mine-owner is John Williamson, a graduate of McGill University in Montreal. He is reported to be one of the world's wealthiest bachelors. His rich mine is at Mwadui in Tanganyika. When Princess Margaret visits there on October 15th, she will be presented with a diamond brooch containing 250 stones and worth about \$42,000. In 1947, Mr. Williamson gave the Queen — then Princess Elizabeth — a priceless pink diamond as a wedding present.

**GRIZZLY** — There isn't much unusual about a hunter bagging an 800-pound grizzly bear in the mountains of northwestern British Columbia . . . but here is an item about a man who did it with a bow and arrow. The hunter was an American, William Mastrangel of Phoenix, Arizona. Mr. Mastrangel was on a hunting expedition out of Bella Coola — about 280 miles north of Vancouver — when he spotted the big bear standing in a stream having a drink. His first arrow speared the grizzly through the neck, but didn't kill it. As the animal fled, Mr. Mastrangel fired four more arrows, finally hitting the bear in the brain and killing it. Now he is making plans to get a big B.C. moose with his outmoded, but effective, weapon.

**KLONDIKE KATE** — The woman who was once known as Klondike Kate, the sweetheart of the Yukon, is plan-

ning a stage comeback. Although she is 76 years old now, she figures she can still draw audiences. Klondike Kate is really Mrs. William van Buren, and she wants to make a personal appearance tour to earn some money. She says all the money she earned in the days of the gold rush is gone. As a 19-year old girl who became queen of the Dawson City dance halls, she had earned a small fortune. Mrs. van Buren says perhaps she can't dance as well as she once did, but she figures she could hold her own on the stage if she got a good partner.

**INJUNS** — The remains of about one-thousand Canadian Indians will be re-buried at a special ceremony in the Toronto suburb of Scarborough next month. The remains were uncovered in two mass graves last month by a bulldozer that was clearing land for a building project. The site of the graves has now been declared a Historic site by the Ontario government. The graves were those of an Iroquois tribe and authorities have estimated them to be as much as 500 years old.

**CHURCHILL** — The port of Churchill on Hudson's Bay — the only deep-sea port in the province of Manitoba appears to be headed for a record shipping season. Port authorities there say that 49 cargoes have already been booked for shipment and a target has been set for 50 cargoes. That would be a record for Churchill. Earlier, officials said they expected that 16-million bushels of wheat would be shipped through the port. That would also be a record. The previous record for wheat shipments out of Churchill was established in 1955 when 13-and-a-half-million bushels were handled.

**HOUSING** — Some veterans in Medicine Hat, Alberta, will be able to purchase wartime houses with down payments as low as 119 dollars if a city plan goes through. The plan calls for special loans, free of interest to be offered the veterans. It has been approved by the City Council and now waits for a final okay by Federal authorities. The houses were financed originally by the Central Mortgage and Housing Corporation, a government agency.

**DENTAL** — A reserve Army unit from Ottawa has won a trophy for the most efficient unit in the Reserve's Dental Corps in the 1955—56 training year. Army Headquarters at Ottawa announced that the trophy had been awarded to the Number 54 Dental Unit. The runner-up in the competition was the Number 50 Unit from Halifax.



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**CHURCH UNION** — The executive council of the Anglican Church of Canada will take up again this week a resolution calling for union between the Anglican Church and the United Church. The motion came up earlier at the council's meeting in Kingston, Ontario, but the council put off taking action on it after statements by the Most Reverend Philip Carrington, Archbishop of Quebec. Archbishop Carrington said the United Church had adopted what he called a policy of non-co-operation in certain areas in Canada which it had selected for its own expansion. The Archbishop told the council that he had received letters from the United Church telling Anglicans to stay out of these areas.

**TELEVISION** — The C. B. C. television network takes a new giant stride at the end of the month. Viewers in the Winnipeg district will see their first live TV program carried on a micro-wave network. Right now, the C. B. C. network extends from Ontario, through Quebec, to the Maritimes. But on September 30th, Winnipeg will join it — as will television stations in North Bay, Sudbury and Port Arthur. The complete network — stretching from Sydney, Nova Scotia, to Victoria, British Columbia — will be in operation by 1958. At that time, a total of 160 television towers — 30 miles apart — will be functioning.

**RUSSIAN ENGINEERS** — Three Soviet engineers now visiting Canada say that the Soviet Union is interested in buying cars and automobile parts manufactured in Canada. The statement was made by three of the group, who were inspecting the General Motors of Canada plant at Oshawa, Ontario. A total of eleven Soviet engineers are currently on a tour of Canada.

**DEFENCE MINISTER** — The Minister of Defence, Mr. Campney, is back in Ottawa and extremely pleased, he says, with his visit to the Canadian Air Force and Army bases in Europe. Mr. Campney told reporters on his arrival that Canada had no intention now to withdraw her NATO forces from West Germany and France or to reduce their strength. Nor, he said, had Canada any plans to send Canadian troops to Cyprus or Egypt. He said he had had talks with the Defence Ministers of Norway, Denmark and the Netherlands and it was agreed that Canada would keep on training their pilots over here since they lacked the facilities to do so. Mr. Campney also commented on reports that the strength of the NATO organisation might be falling off. He said he had not lost faith in NATO

and still believed that its strength was valuable in preserving peace. But he thought that all NATO countries had to work together as a team and that NATO must be flexible enough to meet situations as they arose from time to time.

**LIQUOR** — The Northwest Territories Council has voted to re-impose liquor rationing in Aklavik for the second time this year. At a meeting held in New Aklavik in the territories the council decided to limit the sale of alcohol to two bottles of spirits and 24 pints of beer per person per week. The commissioner of the Northwest Territories — R.G. Robertson — said the re-introduction of rationing will eventually make it safer to issue liquor rights to Indians and Eskimos without discrimination. A liquor store was opened for the first time in Aklavik last October. Rationing was introduced in the middle of June when supplies began to run short. It was lifted a month later.

**STUDENTS** — The defence department at Ottawa says 240 Army candidates have qualified for admission to the Service colleges and regular Universities under the regular officer training plan. Of the group 27 are eligible to go to Royal Military College at Kingston, 48 to Royal Roads at Victoria, 55 to The Royal Military College at St. Johns, Quebec, and 110 to various Canadian Universities.

**RESCUE** — A stewardess who was painfully injured has emerged as the heroine of the plane crash which killed 15 people in Alaska. The stewardess — Dolores Jordan — was credited with possibly saving the lives of two girls whom she assisted from the wreckage. The girls were Sharon Edelstein, aged 16, and her sister Patricia, 8. The story was told when six of the seven survivors of the crash reached Vancouver. The Seventh — Captain Thornton Tweed of Burnaby, B. C., is in hospital in Kodiak, Alaska. The girls — who were unhurt — were the daughters of the manager for Canadian Pacific Airlines at Hong Kong.

**BISHOPS** — An organization made up of Canada's Roman Catholic bishops and archbishops says advertising and instalment buying are driving workers into the hands of money-lenders. The group — called the Canadian Catholic Conference — in a Labor Day message called on both labor and government to encourage thrift, cut abuses by loan companies, and limit what the group called

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irresponsible publicity. The organization said that an increasingly modern disease is the desire to consume goods beyond the limits of reasonable need. The group blamed this to an extent on modern advertising, and in freer credit.

**CIVIL SERVICE** — Another 6,000 employees of the federal government have been granted a five-day work week. Those affected are in small Canadian centres where the 5-day week has been adopted by most industries. About 96 percent of all the government's 130,000 salaried workers are now on the five-day week. Among those who are not are fire fighters, security officers, watchmen, lighthouse keepers and others in similar occupations.

**A/V/M PLANT** — The Air Force has said good-bye to Air Vice Marshal John L. Plant, who is retiring at his own request after 25 years in the Service. Air Vice Marshal Plant turned over charge of Air Materiel Command to Air Vice Marshal Robert Ripley at a ceremony at Rockcliffe Airport. The weather was so bad that only one plane flew by in salute. It was a converted Mitchell bomber which the Air Vice Marshal used on tours of his command. Air Vice Marshal Plant will become an official of Collins Radio Company of Canada.

**OIL** — Alberta's oil industry has passed another milestone, nine years after the discovery of the great Leduc oilfields. Records show that this week the number of producing wells in the province passed the 7,000 mark for the first time. The Leduc oil fields were discovered in 1947, and later the equally important Redwater section, both in the area around Edmonton. Oil production in the neighboring province of Saskatchewan is also growing steadily, and 2,000 producing wells have been drilled.

**RESCUE** — An RCAF Canso aircraft has completed one of the most hazardous rescue operations ever attempted off Canada's Pacific coast. The Canso — from the Air Force's rescue co-ordination centre in Vancouver — flew 600 miles out into the open Pacific to pick up a seaman who had suffered a stroke. The Seaman, John Henry Larson of Victoria, was stationed at weather station Poppa 1,000 miles from the mainland. He was transferred to the weather ship St. Catharines, but it was thought that the ship might arrive in Vancouver too late and the Canso was dispatched to meet it.

**FISHING** — For three years now, the Newfoundland tourist department has been trying to develop sports fishing for tuna in Conception Bay, a few miles from S. John's. The campaign failed to produce any concrete results until this week when it paid off — and in a big way. An American sportsman, F.L. Carpenter of Wilmington, Delaware, hooked and landed the first tuna to be taken from the bay in 12 years. The fish weighed 620 pounds, and it took Mr. Carpenter 30 minutes to land it. Minutes later, another fisherman met with success. Bruce Woodland, who is information officer with Newfoundland's tourist department, hooked and landed a tuna weighing 765 pounds.

**DESTROYER-ESCORTS** — Commander Charles Rodger Parker of Toronto and Victoria will be the captain of Canada's third new destroyer-escort, the Ottawa, when she is commissioned later this year. This was announced by Navy headquarters at Ottawa. Commander Parker has been an assistant chief of staff for the last three years to the Flag Officer, Pacific Coast. The Ottawa will be the third of 14 modern destroyer-escorts ordered by the Navy. The first two, the "St. Laurent" and the "Assiniboine", were launched last fall and this summer.

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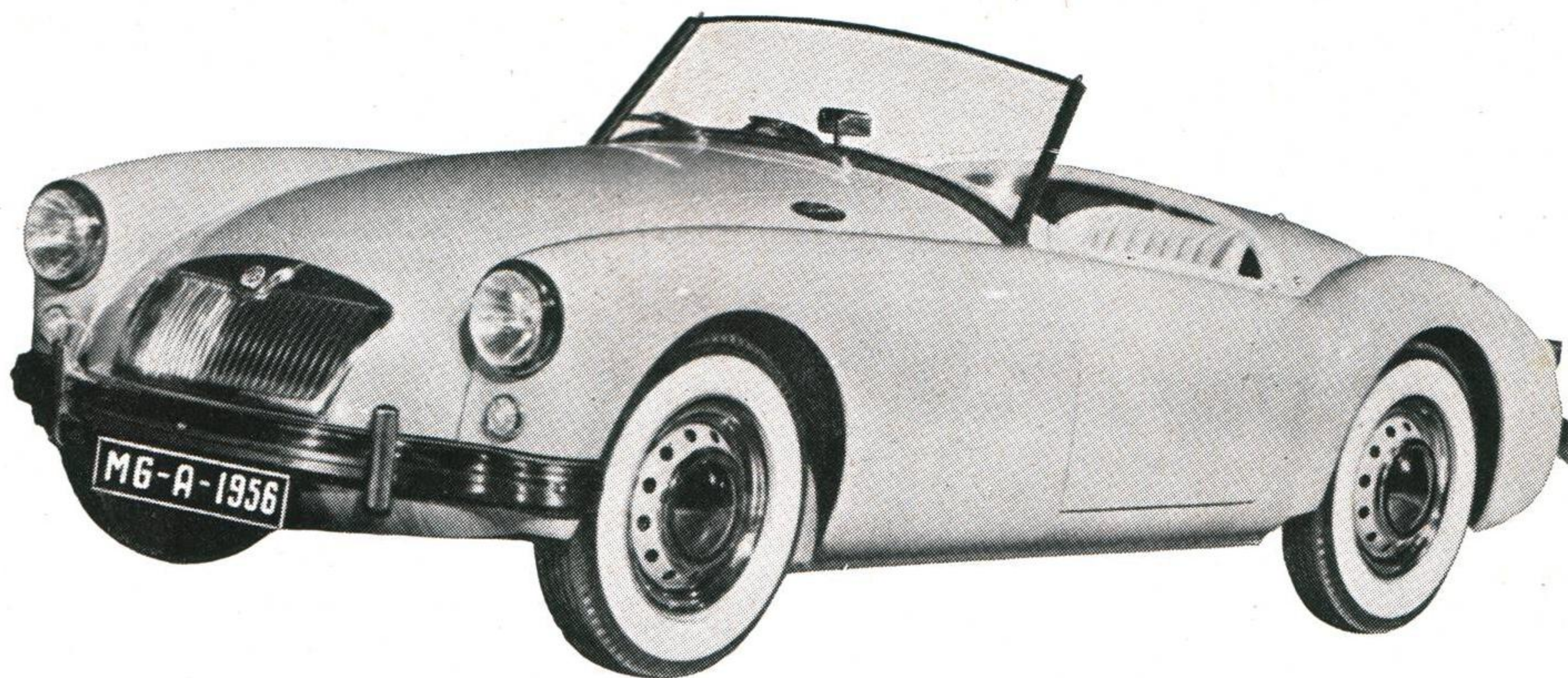
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"Flieger" Car Test —  
**SAFETY FAST ....**  
 with the  
**M. G. A.**



by Corporal K. E. Lathey

Recently it fell my lot to road test the new M. G. A. The car was supplied by the Motor Company Heidelberg, and accompanied by their representative, Mr. Lobstein, I enjoyed one of the most exhilarating runs I have ever had in any car.

The M. G. A. is a low slung, well styled two-seater sports-car, departing from the well known coffin style (suspended at each corner by a harp) for which M. G.'s have been noted since they started building cars many years ago. The only hallmark retained is the traditional M. G. radiator — with the lumpiness taken out of it.

The two bucket seats are well proportioned to provide support when and where it is needed, either for long trips, or for shorter excursions of the more — Ah — sporting nature. A creditable point is their ease of adjustment to suit drivers with legs of almost any length. Some difficulty may be experienced by the long-legged types in getting behind the wheel, but the knack of climbing in and out without undue difficulty is soon mastered.

Situated immediately in front of the driver are the tachometer and speedometer, both of adequate size and very easy to read. To their right is the fuel gauge, and in the centre of the panel is a radio grill. Next comes the combined oil pressure and water temperature gauge. I would like to see this combination gauge transposed with the fuel gauge, as I feel that this information is of greater importance, and thus should be kept under closer scrutiny by the driver when he is motoring in the more sportive manner. The horn button is on the facia below the radio grill, quite prominent, and available for use by the driver or passenger. This enables the driver to concentrate on the job at hand while the passenger scatters the dogs, chickens, etc. from the path.

A fly-off type handbrake is situated on the passenger side of the central tunnel and is easily accessible. On top of the tunnel is the gear shift — one that falls readily to hand. It has a short movement and a synchromesh that defies you to beat it — but it can be fun trying.

Behind the seat is stowage for the plastic hood and side curtains, which convert this open two-seater into a very snug closed two-seater with a minimum of fuss and delay, and also supplements the large door pockets for accommodating the bits and pieces which invariably accumulate around a car. The rear of the car, which contains the luggage space, is in keeping with the smooth lines of the rest of the M. G. A. So many designers ignore the back end on the premise that it is behind the driver and he can't see it. The luggage space is admittedly small by touring car standards, but should be adequate for the enthusiast. If you do happen to have an excess of luggage — and one must be practical — an external luggage rack is available for about \$ 20.00.

After looking over the M. G. A., I settled myself behind the wheel for a run, to find out what I could about its handling and road holding qualities, both of which are a credit to the name of M. G. The car pulled away smoothly, and the merits of the floor positioned gear shift were

soon apparent. The rack and pinion type steering leaves one with the impression that the car is under perfect control at all times. Shorter people like myself may not be able to see the right front fender, but one soon gets the feeling of the car's size which, coupled with the ease of handling, is most reassuring when motoring briskly along a narrow road and meeting a large truck — particularly on the corners.

A trip through Baden-Baden in heavy traffic soon proved that one can feel very much at home on busy streets — the M. G. A. is as docile as any family sedan, but with the necessary acceleration and convenience of size to enable it to take advantage of any opening in the stream of traffic.

Shortly after leaving town, its merits as a mountain goat became obvious. It is hard to believe that such a long, steep, winding hill could be surmounted with so little effort and with such rapidity. Motoring downhill can also be very entertaining — that feeling of complete control, good brakes, and perhaps a little whimpering from the tires on sharp bends, and the descent is soon accomplished. The ability of the car to hang onto the road in such a tenacious manner was most gratifying, and a controlled drift on bends is very easily managed without that horrid sensation of will-I-make-it?

On a short level stretch I managed 90 m. p. h. with wondrous ease, with still something left — and then the road ran out. At this point the motto "Safety Fast" held true. The brakes are most efficient and do not ask undue pedal pressure to bring about a rapid deceleration from speed.

After the test run I felt that here was quite an amazing automobile, with good acceleration, lively performance, good braking, and stability to merit the approval of the most discerning of drivers. Add to this a good body style, comfortable driving position, and instruments designed to let you know what the "works" are doing at a glance, and you have one of the finest cars available in its field.

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# Who Did Bomb Freiburg?

by Flying Officer T. D. Nelson

The stately Gothic Spire of Freiburg Cathedral towers above the surrounding rooftops. A pre-war photograph of the historic university town.

(Photo by Interphot)



With the unpleasant happenings of World War II fast sliding back into historic obscurity, it usually comes as an unwelcome jolt to read about some incident or half-forgotten chapter which is suddenly unearthed by a writer and splashed across the headlines, reviving past animosities and hatreds and hindering the slow process of healing the damage caused to international friendships.

One story came to our attention recently involving a city not far from this airfield, which was the cause of much ill feeling and bitterness in the early days of the war. The story was uncovered by a magazine now published for members and ex-members of the German Air Force, called the "Luftwaffenring". We are indebted to the publishers for permission to reprint the gist of the account.

On May 10th, 1940 the university town of Freiburg, 105 kilometers south of Baden-Soellingen, was subjected to a bombing attack. Nothing very unusual about that, you may think — but this particular raid was the first against any city in what was to become known as the Second World War.

Compared with those to follow in later years it was a relatively minor affair — a total of sixty-nine bombs fell in the area, twenty-nine of which failed to explode. Fifty-seven people were killed, including twenty-two children in a children's home.

As in the case of subsequent attacks on British and French communities, the net result was to stir up a deep bitterness amongst the civilian population and a call for reprisal measures against the Allies.

However, after the war local newspapers revived memories of the attack with articles alleging that the bombing had actually been carried out deliberately by the **German** Air Force on Hitler's orders, to give the German leader a pretext for so-called reprisal attacks.

At that time of course the area was occupied by the French military forces. All newspapers were controlled and censored by the French, and it is not surprising that most readers regarded this accusation as being inspired by the occupying authorities. No German could bring himself to believe that German airmen, or even Hermann Goering himself, could be capable of such a deliberate atrocity.

Some years later in 1953 the Luftwaffe received support to its denials of responsibility from an unexpected quarter. The American writer F. J. P. Veale quoted in one of his books a statement by the British Minister for Air, Mr. Spaight, who said in effect: "Churchill conducted his own private war with the R. A. F. Bomber Command as his personal army. On May 11th, 1940 he ordered the bombing of Freiburg. Hitler did not strike back immediately, but there is no doubt that the attacks on Freiburg and other cities practically forced him to move over to the air offensive."

German historians found a discrepancy in the dates — the 11th instead of 10th. With typical thoroughness they went to work to find the explanation, but, as the necessary German records were missing, it took them till 1956, to complete their research.

The Institute of Contemporary History in Munich issued a statement at the request of the State Ministry of Baden-Württemberg for a clarification of responsibility in the "Freiburg Case."

The institute established that a formation of German bombers **had** in fact actually bombed Freiburg in error. The aircraft involved were based at Landsberg, and had taken off with the object of bombing the airfield at Dijon, France. The formation became lost in bad weather and dropped its bombs by mistake on Freiburg. According to American News Agency sources the planes were Heinkel 111s from No 51 Squadron.

The Institute reported that Goering made the following comment on learning of the attack: "The campaign is really getting off to a good start! This is most embarrassing to the air force and myself." Court Martial proceedings were started immediately, but were later stopped because Hitler considered it better to push the blame for the attack off onto the enemy.

That summarises the facts of the revived "Freiburg Case", which can now be regarded as finally settled. It is safe to assume that the Institute for Contemporary History would be most careful to check its information before making such a serious statement.

Mistakes happened to air forces on both sides during the war, of course. The American Air Force battered the Swiss town of Schaffhausen during one attack; the British

thoroughly bombed a concentration of their own tanks during the battles in the Western Desert, and the leader of an American formation which systematically flattened the headquarters of an allied army near Monte Casino in Italy was likewise the victim of another tragic error — to mention just a few.

It is interesting to contemplate what change, if any, it would have made to the conduct of the war had the Court Martial been completed and the findings made public. Would it have made any difference to the air attacks which followed against Coventry and other cities in Britain? Would centres of population have been spared the devastating effects of day and night saturation bombing? Would public opinion have been strong enough to discourage military planners from using the A-Bomb for the first time against an enemy city?

All these questions must remain hypothetical, as national consciences on both sides grew rapidly accustomed to accepting more and more severe bombing against cities as well as industrial targets. Residents of Freiburg soon forgot about the first 69 bombs as their city was gradually reduced to rubble in later, heavier raids.

We don't suppose the citizens of Freiburg felt any happier in the knowledge that their homes, shops and railway yards were destroyed by their own pilots on May 10th, 1940, instead of by French or British airmen. War is a very unpleasant business, and propaganda agencies on both sides generate national feelings and hatreds which take a long time and a great deal of objective reasoning afterwards to evaporate.

This one isolated incident — by coincidence involving a community known to many of us — was the cause of much hard feeling against the allies. Many Germans are perhaps still unaware of the true facts in this article. You never know when it might come in very useful to be sure of your information on the "Freiburg Case."

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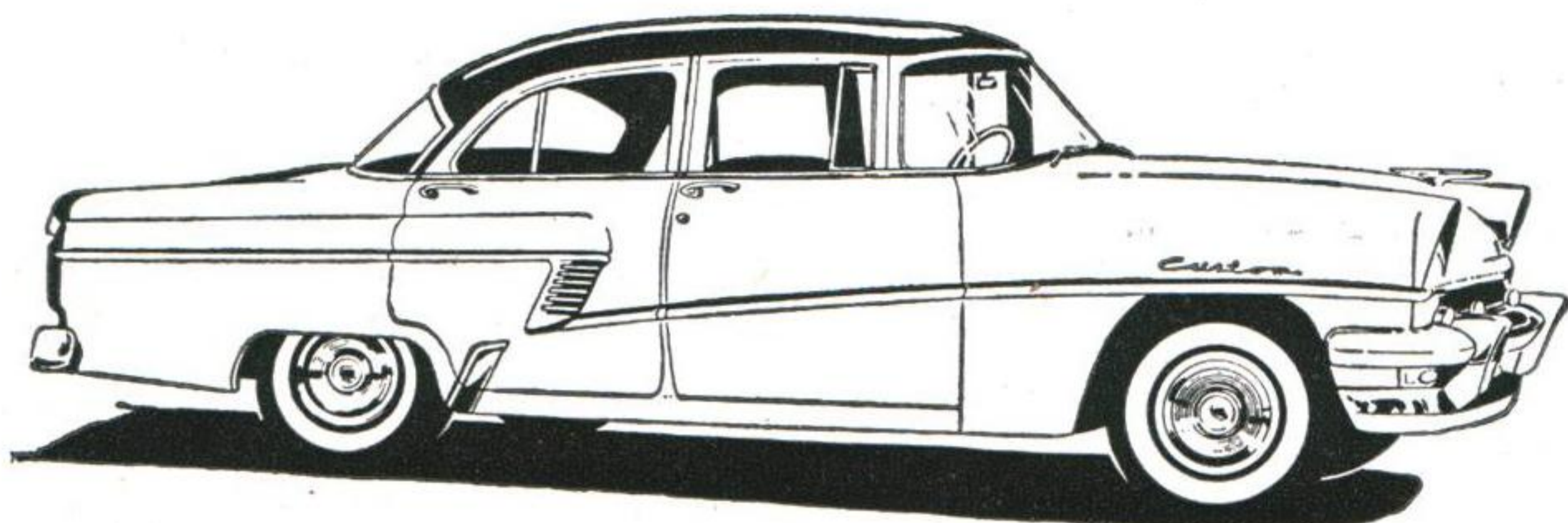
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# Of Roman Descent

by LAC Ron Binns



If you would like to be transported back for a few moments through the ages almost 2000 years, back to when Baden-Baden was a stately Roman city, then a visit to the ruins of the Roman baths may stir memories of scenes from movies such as "Quo Vadis" or "Julius Caesar".

These ruins were the forerunners of the famous thermal baths of to-day and are situated almost as it were in the cellars of the present day baths in the Römerplatz, by the junction of Gernsbacher Strasse and Sophien Strasse.

On entering, by the perilous way of a steep flight of steps and through a heavy door, one gets at first glance the impression of a cross between a warehouse and a bombed out air raid shelter. But after paying 30 pfennigs entrance fee and persuading the guide to speak English (unfortunately all programmes are printed in German), one has the feeling that the ghosts of Roman noblemen who bathed there are still around.

In the stillness and quiet, broken only by the drip drip

of water from the walls, one can almost hear the Legionnaires and Centurians discussing the gladiator fights in Rome, the destruction of Pompei and the man the people of Jerusalem called the Messiah. And by an extreme stretch of the imagination, one can feel the intense pride that the Romans must have felt when they carved this structure, which has survived the ages and remains to-day as a reminder of the glory that once was Rome.

On the tour (which takes about 20 minutes) the visitor is well advised to remove any warm jacket, for although there are no baths there today, the ruins have a humid atmosphere which can be described as dank and clammy.

The first room the visitor sees is the hot air room, where the thermal baths began. The steam was brought by way of canals of hollow bricks underneath the floor. The floor itself was built of Italian stone, which held the heat and gave off at the same time another heat which was cooler by only a few degrees. The second room shown was the oven where water was warmed to a temperature 150° C by means of a charcoal fire. In this room, if the



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visitor looks closely, scorch marks can still be seen on the walls.

In the third room inspected, there is a let-down for the imagination in the form of a twentieth century air conditioning plant. But ignoring this symbol of present day inventiveness this room is found to be the warm air bath, with warm water flowing underneath the floor.

Onward then to the next room, with a last smile at the power plant and into the Tefridarium (Lukewarm bath) where the bathers were cooled down to the outside atmosphere. Here in a corner stands a map and diagram showing the bath and Baden-Baden as they appeared in Roman times. A close study of these illustrations will show that Baden-Baden, like Rome itself, was built on or around several hills.

Now along a narrow dimly illuminated passageway noting on the left a bath built for one person (presumably



for people of higher rank or maybe the more modest people) and along to the supply of hollow bricks and stones with which the baths were built.

One last look around and then out into the street, back into the present day world with reflections that the Romans of 2000 years ago were able to devise a system of healthful and invigorating cleanliness that modern civilisation has not surpassed in this world of ours today.

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by Karl Hornlehnert

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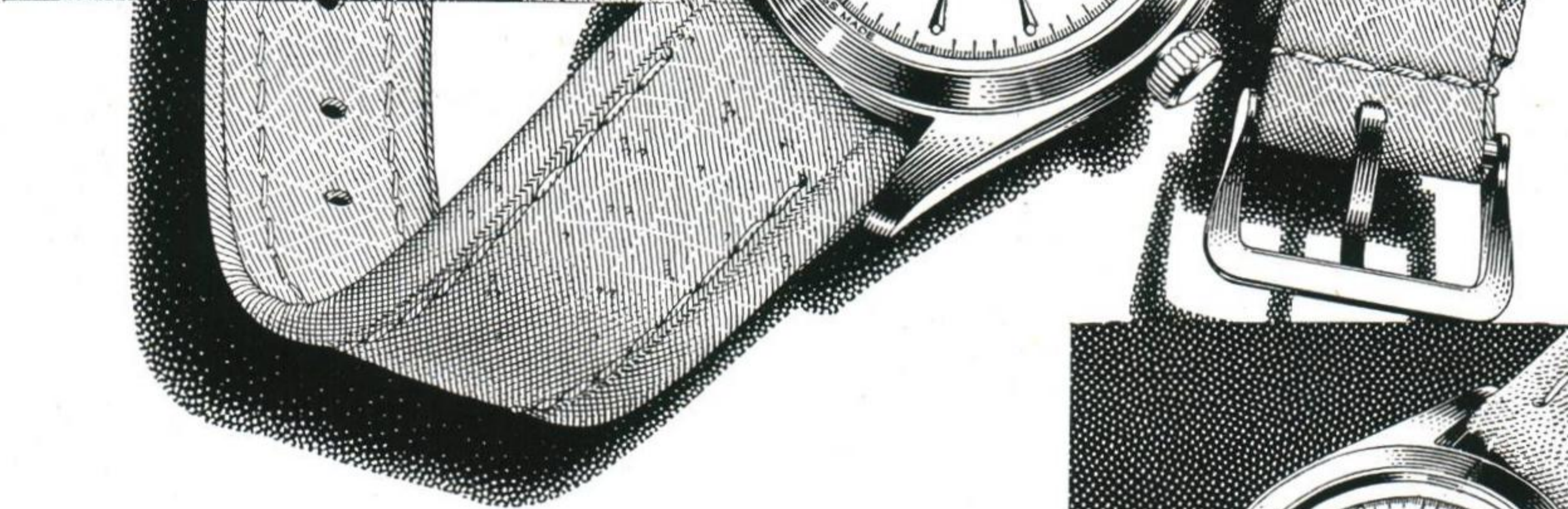
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**THE TUDOR PRINCESS OYSTERDATE** for women who like their watch both smart and accurate. It is exactly the same as the Prince Oysterdate except in size and styling. Swimproof in its Oyster case and self-wound by a suspension-sprung "rotor," it shows the date on the dial, changing each night at midnight.



**THE TUDOR PRINCE OYSTERDATE 34** for the man who wants a rugged, accurate watch. The superbly accurate movement is protected by the swimproof Oyster case. A suspension-sprung "rotor" mechanism keeps it wound automatically, unaffected by the most severe vibrations. The date appears on the dial in a neat window.

**THE TUDOR PRINCE OYSTERDATE 31** for the man who likes a slightly smaller watch than the 34. But otherwise it is identical—high-precision movement; swimproof Oyster case; self-winding "rotor," suspension-sprung against shock; and a date mechanism that shows the date clearly and automatically on the dial.



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# First Impressions

by F/L C. H. White, Chaplain (P)



It would be interesting to hear the first impressions of those of us who came to this Wing during the past summer. We would certainly agree on one impression — the beauty of the environment. No wonder this locale is one of the famous vacation spots of Europe. On the station we are also pleased with the quality of the buildings, the facilities, and general layout. There is a good assortment of recreational activities. The library is well stocked with books and magazines. The two chapels are second to none on Air Force stations in Europe. There is a new dependents' school, with an excellent staff from Canada.

What about the personnel? We would likely agree that "people are people", whether here in Europe or on a station in Canada. Generally speaking, we can be divided into two groups. Suppose we name the groups after two little items that have to do with our modern living — thermostats and thermometers. Some people we have met are like thermometers — changeable, sometimes up, sometimes down. They tell us about the conditions on the station. If anyone is beefing, these people beef too; if morale is high, these folk are in good spirits. The mercury in the thermometer goes up and down according to conditions, but it does nothing to change conditions. A thermostat, on the other hand, is the little gadget on the wall which not only notes the prevailing condition of the room, but does something about it. If the place is too cool, the furnace is turned on by the thermostat. When the desired temperature is reached, the heat is turned off.

I suppose we could say that the kind of people our community needs might be called "thermostatic Christians" — people who do something about the faith which they profess to believe. It requires little initiative to be like the thermometer and "go along with the crowd". That is one of our strongest temptations, living as we are as strangers in a strange land, where the luxuries of life are cheap and the moral standards are often different from those at home.

It takes real courage to stand up for Christian principles and ideals — to change the things that should be changed.

## A Chinese Parable

"It came to pass that a man went to market, having on his shoulder a string of seven large coins, (Chinese coins are strung on strings and carried on the shoulders.) Meeting a beggar who was pleading for alms, the man gave the beggar six of the seven coins. Then the beggar, instead of being grateful, slipped up behind the man and stole the seventh coin."

A strange parable? Not so. Are there not people in this community who accept the gift of six days in which to do their labour and, instead of being grateful, steal from God the seventh . . . . Sunday?

## Chapel Services

9 a. m. Holy Communion. 11 a. m. Divine Worship.  
Other Services as announced.

F/L Gorieu (RC Chaplain) asks:

# Do you hate your job?



If you have ever found yourself saying "I hate my job!", or if you are discontented or perhaps even disgusted with your work, it's time to do a little thinking.

**God's Plan** — In the plan God made for man's life on earth no place was reserved for a life without work of some kind. God's will is that every human being should engage in some activity which requires the use of the powers and abilities which He has given, whether those powers employed be powers of soul or body.

**In Adam's Day** — When Adam was placed in the garden, he was given the duty of taking care of that garden. It was not penance. It was a duty. It was work. But at the same time it was a pleasure and a joy.

When Adam committed sin by refusing to obey God, work became a penance and a burden. "Because thou hast eaten of the tree whereof I commanded that you should not eat, cursed is the earth in thy work; with labor and toil shalt thou eat thereof all the days of thy life. In the sweat of thy face thou shalt eat thy bread."

But Adam did not forget that work also meant a fulfilment of God's plan; that it was a way of worshipping and serving God.

**In Our Day** — The spirit of our times does not foster a love for work. On the contrary — it promotes a disgust for work. If men pay less and less attention to God's ideas about things in the world in general, it is to be expected that they will not pay attention to God's ideas about work in particular. They will see only the unpleasant side of

work; they will never think or look for all the advantages and blessings of doing honest work and doing it well.

If people allow themselves to be consumed more and more by the mad desire for amusement, fun and good times, as people are doing in our day, then work will be looked upon as something that takes away our freedom and cuts into our time for having fun.

Everybody is entitled to recreation, vacation, rest, enjoyment; but honestly, is it according to God's plan that men and women should "kill" as much time as is being murdered today in having what people call fun?

People know they must work if they want to live. It's the law of God. But they don't like to admit it.

**The Question** — What is the better way to look at and react to the fact of the necessity of work in our lives? Break your head in trying to find ways to keep it down to a minimum? Escape it? Dodge it? Do it poorly? Cut corners? Crowd it out of life as much as possible?

Or is it better calmly to face the fact that work must have a place in the life of every human being according to God's plan?

**The Answer** — We must be convinced that we cannot be honestly happy without work; that we cannot be happy without doing good work, and that some of our happiest moments in life are those we spend in doing work we are not obliged to do, and for which we are not paid.

A person who has learned to see and face these facts and who tries to live accordingly can never say with real meaning, "I hate my job!"

# Sports

# and RECREATION

## Inter Section Softball

The Inter Section Fastball League offers serious competition to the World Series this year. The A League was finally wrapped up on Tuesday, September 25th, with 444 Squadron edging Headquarters 5 — 3 and 8 — 6, to take the championship. 444 had a well balanced squad, and as was the case in the hockey playoffs, they got there first with the most.

The B League meanwhile are just entering the finals with Telecom meeting Workshops for the Junior League Championship. Both teams squeaked into the finals, Telecom edging Headquarters 7 — 6 and 10 — 11, while Workshops went the three game limit with 422 Squadron.

The leagues this year definitely produced better ball, mainly because the teams in both leagues were evenly matched in most departments, and the competition was keen.



**444 Squadron — "A" League Softball Champs — 1956**

Front row (left to right): Fitzsimmons, Penny, Vezina, Brumm, O'Callaghan and Wright.

Back row (left to right): Lefler, Smith, Porter, Love, Heslop, Henderson.

## Bowling

The 4 Wing trundlers officially opened the season on October 1st. The league is split into two sections, an A and B, with eighteen teams in each division, all battling the pin boys. The married better halves from the Rhine Valley Park have an afternoon league, and when the mixed league and the airwomen's league swing into action the alleys will be operating at full tilt. Pat Patrick and Wes Wenman are the co-managers of the alleys and they will have their hands full this winter.

## Badminton

Although many of our winter recreational activities have taken a back seat to hockey, the badminton club seems to be holding its own. At the organisational meeting a good turnout of married personnel indicated that the interest level was very high. The club expects to hold its games on Monday and Wednesday of each week.

## Basketball

Inter Section basketball seems to be on the decline this year, with very little interest shown at this stage. The Air Division outlook does not look too promising either. Only four members of last season's team remain, and the vacancies have so far remained unfilled. An Air Division tournament is planned at 2 Wing for October 12, 13 and 14th, and this pre-season play-off can very well determine where we will stand when league play commences.

The girls team has been holding twice-weekly workouts, and they should do as well as, or better than, last year.

## Touch Football

Football fever has hit this station, to such an extent that a touch football league has been organized. The three squadrons, Headquarters, Telecom and ME comprise the loop. Each team will play five games, with the top four playing off for the "Little Grey Mug". Several members of each team attended special clinics at Heidelberg and Karlsruhe to familiarise the teams with the special touch rules, as well as to initiate the players in the mechanics of officiating.

In the league openers, Telecom edged Headquarters 12 — 7 in a see-saw contest. Headquarters opened the scoring in the first quarter, with QB Ian McHardy firing a long TD pass from the 35 yard line to Ron Renaud in the end zone. Telecom evened things up just before the close of the first half when Jerry Eastlake pulled a surprise sleeper



**Inter-Section Football:** Quarterback Tappy Carruthers starts to lateral ball as the ME Line charges (422 Squadron won 36 — 0).

play. Early in the third quarter Twit Leblanc pulled in a short pass and scooted 25 yards for Telecom's second TD.

The 422 vs ME game produced a lot of scoring. However 422 did it all and swamped the fender benders 36 — 0. Bill Ross and Jake Mullholland racked up two TD's apiece, with Tappy Carruthers and Ernie Saunders picking up the other two. 422 have a well balanced team. Their offence moves fast, and their passing is good. Watch them come playoff time.

## Soccer

The locals officially opened their home season on Sunday, September 30th, as they dropped a 6 — 2 decision to Sinzheim. The Wing team is again entered in two leagues, the Local German soccer association and also the Air Division series which will start early in November.

## Hockey

Hockey again seems to be headed for another banner season. The league is not scheduled to start for another month, yet the interest is already at playoff pitch. S/L Begg is the new president, while F/L Johnny Ursulak is the pen pusher. Games will be played each Sunday, Tuesday and Thursday, with the first game commencing at 19.00 hrs and the second round taking the ice at 21.00 hrs. It is also planned to have a B League, with this loop consisting of the Officer's Mess, Sergeant's Mess, Corporal's Club and the Airmen's Club. Players who play in the Inter Section League will not be eligible to play in this league.

**444 Squadron — Hockey Champs  
1955/56**

Sitting (left to right): Bob Longhouse, Major Larue, Norm Weston, Trev White and Cal O'Callaghan.  
Standing (left to right): Ev Gill, Lloyd Brumm, Mel Henderson, Ernie Purvis, S/L Lawrence, Brian Bell and Ken Pentland.



**The McLarty Trophy**

by Flying Officer J. A. Morrison



(Photo by Cpl Sinclair, Photo Section)

Pictured above is the Dale McLarty Memorial Trophy, presented by 414 Squadron in honour of Flying Officer J. D. McLarty, who was killed in a flying accident on March 2nd, 1956.

This trophy is to be awarded annually to the individual high scorer in the station inter-section hockey league. A smaller trophy will also be presented to each winner for retention.

At the time of his death Flying Officer McLarty was leading the hockey league in player points, and although the league continued for a further three weeks, his total remained the highest.

Flying Officer McLarty's name appears on this trophy in honour and memory, and also as the winner for the 1955—56 hockey season.

The trophy is displayed in the show case in the entrance to the Administration Building.

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# TOMAHAWK

422

## 422(F) Squadron

by F/O Howie Jacobs

Having observed the more persistent morning fogs of late I think we can all resign ourselves to the fact that summer is just about over and that autumn is here. One of the main thoughts that comes to mind at this time of year is Hockey. There have thus far been a couple of meetings at the Sports Palace and it was determined that this 56—57 season would be a real thriller with each of the six teams in the inter-section league playing 25 season games (excluding playoffs).

Our hockey hopes this year rest on the shoulders of a few of the remaining members of last year's team along with a lot of newcomers. Guiding the team this year will be S/L Magee and F/L Al Adams; and if their keenness is any indication, this should be quite a good season for 422. As the arena should have the ice ready by the time of publication of this article, the team will be starting its practice sessions almost immediately. Let's have a really good turnout from all squadron members and ensure a worthwhile representation for this season.

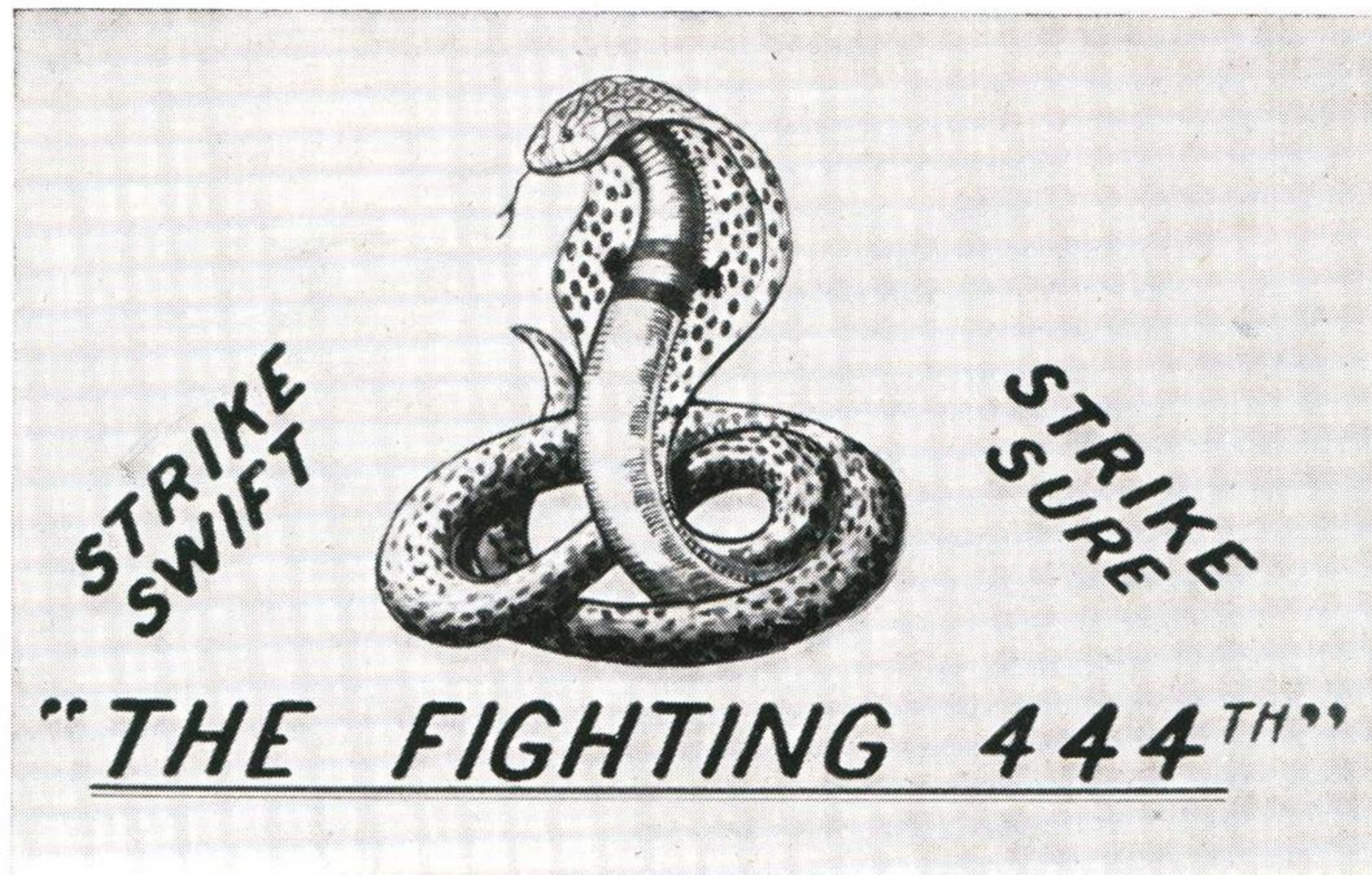
A persistent quotation of one F/O Ken McCrimmon may soon disappear from the squadron scene. Ken has for some time insisted that "This Is A Single Man's Airforce"; but as he is one of the newer members of the rapidly increasing "Bridegroom-to-be Club" we have reason to believe this is the turning point. Who knows now we may even get pilot lunches for a smaller fee. Welcome to the Club Ken, and congrats.

Careless positioning of seat pins prior to flight sometimes results in a very rude awakening when a person is unfortunate enough to sit on them. Having seen F/O Lyn (Counsellor) Coleman's 175 pounds suspended in mid air a few days ago brought about further investigation on this point. We discovered though that this was not quite the case and to quote Counsellor (following the administration of Vinegar Compresses); "I sat on a cotton pickin' hornet whose last living gesture was to stab his murderer in a most appropriate locality". Flight Safety Officers please note . . .

The squadron's fastball team has finished this year's activities and though it got to the semi-final stage, just didn't quite make it any further. All team members wish to take this opportunity to pass along congratulations to our eliminators — Tech Services, and we'll try harder next season. Meantime we'll see you rinkside.

Night flying has been fairly frequent during the past few weeks and we've enjoyed it. Along these lines, we'd like to say Well Done to F/O Charlie (Number one at this time) Scattergood for having done such a fine job on his initial workout on Approach. We understand that F/S Petite is still seeing two earthbound blips on his GCA screen (Ou sont mes tanks? — says Slim).

Well, guess that just about sums up this month's activities. We'll see you in the November (fateful month) issue.



by Flying Officer B. C. Bell

Triple Four squadron this month is slowly returning to more normal operations after its sojourn at Damblain, multi Zulus and sundry other exercises.

The fastball season came down to the finals, with 444 meeting Wing Maintenance in the semis and Headquarters taking on 422. The best-of-two series went to 444 in straight games, setting the stage for the playoff with Headquarters for the station fastball trophy (shades of the hockey wars!). A terrific brand of ball was displayed by both sides as the fighting 444th took the series again in two close games, 9 — 6 and 5 — 3. F/O Bob (Bullet) Porter, the squadron's peerless pitcher, threw a sparkling one hitter in the final game. Timely hitting by F/O Len Fitzsimmons, LAC Bob Vezina and a fielding gem by Cpl Bill Heslop were other highlights of the contest, which topped off a great season. Congratulations to the team for their fine effort in adding another championship to the squadron's sports record.

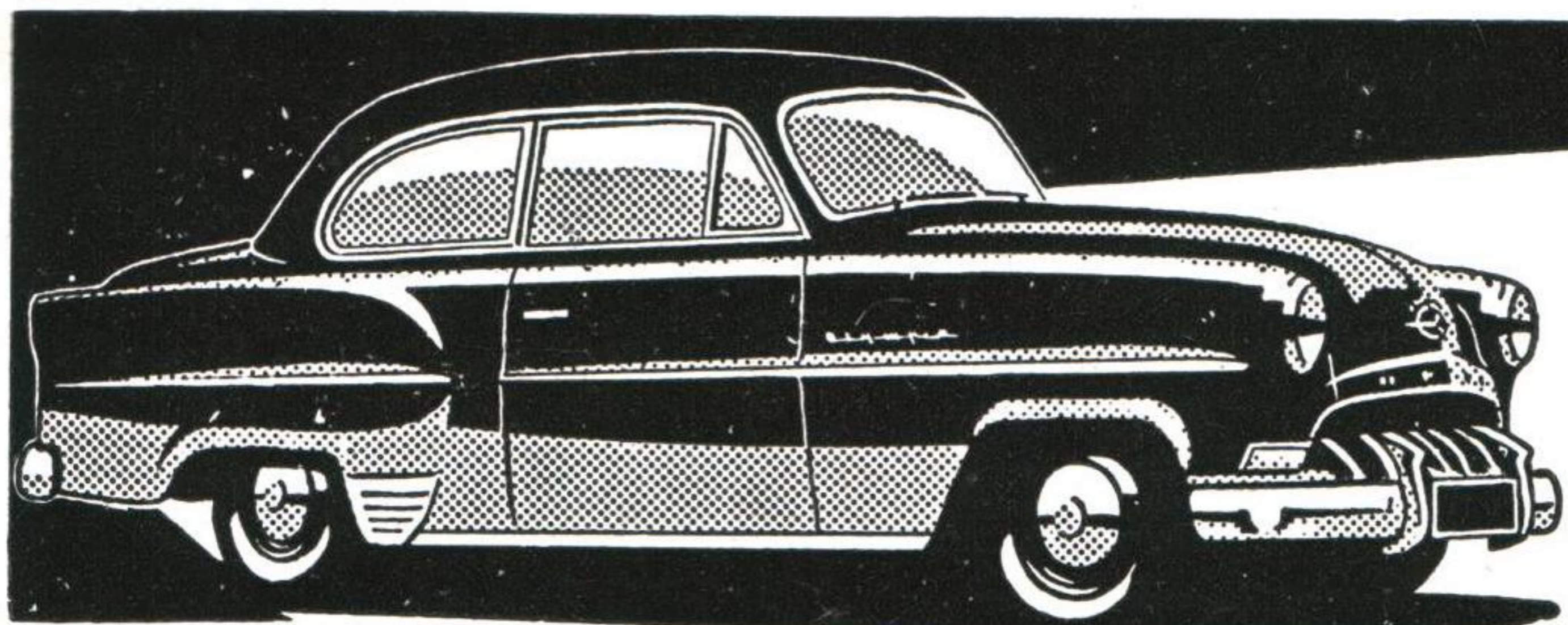
Personnel movements this month are very numerous, but (cross fingers) no one was posted home. We welcome aboard S/L W. R. Tew, who arrived at the end of August for contact training with 444. S/L Tew was formerly senior controller at Sector Headquarters, Lac St Denis, P.Q., and was accompanied overseas by his wife and three children. We hope his stay here has been enjoyable and that the experience gained with this squadron will prove useful when he takes over as OC 427 Squadron at Zweibrücken.

We also welcome our armament officer, F/O Lorne C. Smith (not an alias), fresh from RMC Kingston and Number 1 Radar and Communications School, RCAF Clinton, Ont. F/O Smith will be joined by Mrs Smith early in October and possibly by a Mercedes 220 if he coughs up \$750.00.

A couple of old faces reappeared in the flight room after long absences. Repatriated from Training Flight were F/Os Jim Wendover (long gone for ten months) and Trev White (only seven). This meant two others had to go. The unfortunate volunteers were F/O Lucky Lawson and Bob Porter, who will fill the breach for the next three months.

F/L Bob Massier, cloaked in secrecy, silently stole away to attend a paper war (the steel clickers vs the rubber heels) in Trier. We are breathlessly waiting to hear his report on the outcome.

And finally this month, F/O Buck Arnold has been baffling the station hospital with a strange malady. We hope that gimpy leg won't bother The Toe in the coming curling season. We wish you a very speedy recovery, Buck.



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## Hospital News

By LAW Bernie Taphorn.

After a long absence we are back to say howdy and tell you a bit about the pill house. In the past few months we said adieu to several of our prominent men and their families: S/L and Mrs Carroll have left us for England, F/O and Mrs Joyce for Edmonton, F/S and Mrs MacArthur to Aylmer, and Dr John Craig has gone back to the land of kilts. Also leaving shortly is LAW Cec Klinowski, our supply technician, who is going back to Canada. We wish them the best of luck in their new locations.

Among our newcomers are S/L Baker, from 3 Wing, our new SMO; F/L Husband, pharmacist from Langar; Dr W. Austin from Australia; Sgt Dickman from Aylmer and LAC Elpeck, who joined us from Metz. Among the female staff are Miss M. Henderson from Vancouver; AWI Lee, FT Nelson, also AWI Griffith and LAW Sinclair — both from Rockcliffe. We welcome you to our staff. During the summer months we have had several reserve personnel with us: S/L MacIntosh from Regina, F/O P. Holland from Halifax and P/O D. Baldwin from Winnipeg. Hope your short stay in Europe proved interesting and we wish you the best of everything back in Canada.

Things have quietened down again after the big turnover, and the boys are all safely back from their holiday at Damblain. Well, fellows, we were all glad to have you back again — missed the jokes at coffee breaks.

Congratulations go out to LAC and Mrs Bears on the arrival of a 7 lb 12 oz baby daughter. Anyone wishing to know the sex and weight of their infants before birth should ask Wendy; he can foretell weights to within two ounces.

## Telecom Gen

by Cpl. Sherwood

Hawing just got awl the gen on this reeding compreheshun from Sarg Forchay it seems I'm qualified to rite artikls for our fleega (and at the time air my noo found nollege).

Theres bin lots of arrivals in telecoms lately, first in line is F/O Bolin to hoom we ekstend sum skin cos he's cum all the way from Langar as a tempry replacement for F/L Scott hoos in dock for a major inspecshum on his inwards (i think he ate sum bad cristals or sumthink). Then theres a noo bod in our orderly room called Therrien all the guys go and sine out O. R's and things (cos this bod's a girl see, ha ha). F/S Johnson played it cool and became a dubble dad in one go (shuk the M. O. I can tell U, he didn't suspekt a thing, — crafty eh?) F/S and Mrs. Austen of course had to be difrent and only got 1 for their panes (puny eh?). LAC and Mrs Turnbull landed a 6 pounder too; — this noo supply tech (LAC Stearne) really supplies it seems.

Poor ole Ron Campbell had to leave heaven to go the other plaice (3 Wing that is!) but we got LAC Kelly and he's getting his bitter 1/2 here soon, — that shud put the brake on his big deals. Bud Holmstroms getting his transatlantic water wings anytime now, thatl be a sad blow, according to QRs U can re-engage on rehab leave so weel be seeing you Bud.

First MacLean got an old heap then MacInnis and Bauder, and i thout i'd seen everything til Jerry got his noahs ark, — i hear he snaked it past the SPs while they were making time with sum fraulines at the gate.

Pat Hardinge got a reel bad leg when a Canadian giant kicked him with 2 left feet, we all beet him at tabletennis now and kick his bad leg if he wont play, — anything for a laff.

And i wont say a thing about Harry Ennis the menace.

## Supply News

by F/O Jim Third

Activity has been fairly quiet in the Supply Section during the past few weeks with the exception of a roaring stag party held in the Gasthaus zum Lowen in Soellingen for three departing staff members — FS Joe Brown, LAC Johnny Sirois and LAC Mike Dolan. Mugs were presented and the usual speeches made.

Joe Brown has accumulated over 17 years of service in the RCAF, having joined in November of 1939. He has had a wide and varied career, serving on many stations. He arrived at 4 Wing in May of 1953 when the Canadian organization here was still in its infancy. Joe became well known through his good efforts in both the POL and Barracks groups. He did a terrific job on the trade advancement phase of supply work. Since he took over, this supply section has had a perfect record on trade advancement examinations.

Joe will be sorely missed and especially so during those coffee breaks. He is a story teller of some considerable ability and provided many a laugh when they did the most good. He is leaving the service soon and we of the Supply Section wish both him and his wife all the best in the years to come.

Johnny Sirois is taking his big Austin-Healy back to Canada and Station Foymont and Mike Dolan will be taking up residence in Ottawa at 3 SD. Best of luck to them both.

## Wing Armament

by LAC Al Wilson

As there are so many new faces around this month I think that we should have a roll call. For Armament Systems — LAC Mott from Winnipeg; for M & W — LACs Gottraux and Dukeshire from Greenwood and LAC Lane from Summerside. We all hope you fellows will have a happy stay in Olde 4 (F) Wing.

We mentioned in last month's Flieger that a big Wing Armament party was to be held in the near future in honour of all of those people going home soon. Well, the party was a big success. It was held in the Gasthaus Zum Wolfe on Friday, the 7th of September, to the music of the orchestra from the Sergeants' Mess. As the night progressed, and the war stories grew in proportions, we cast aside our tin helmets and wished all the happy wanderers a very pleasant "Bon Voyage".

The station has lost a very active member of social activities with the going home to Canada of Cpl Walker, our ever smiling M & W funster from stores. Nr 401 (City of Montreal) Squadron will be his next resting place.

We hear by the washline that a certain 7 lb 8 oz ball of fighting fury has come along to give his dad some competition on the drums (ear drums). Congratulations to Mr. and Mrs. Timmermans.

Revvin' engines, screaming brakes, and tinny garbage cans made quite a din as the local boys drove their vehicles through their paces at our own rodeo.

"Between the building and the strip  
The ground was covered with the drip  
Of oil, gas, tears and sweat  
As Wing won their driving bet.  
An ME 6 was the prize,  
Won without a pack of lies."

"The Rocketeers", "The Cannonballs", "The Gin Fizz's" or "The Gutter Pups" — we'll leave you bowlers to argue out the new tag for our team in time for next month.

# FENDER BENDERS



by 12345

The week of the 10th to the 15th September 56 was the battle of the Annual Safe & Skilled Driving Competition at our Wing with 16 contestants taking part. Eliminations were held on the 10th and 11th, and these contests narrowed the field down to 8 finalists, and these nervous young chaps were inspected by the acting Commanding Officer, W/C McLeod. This was absorbingly watched by a bleacher full of interested spectators, mostly wives of ME personnel with quite a few future contestants tearing around underneath foot and generally becoming quite grubby.

The driving segment of the competition started at 14:00 hrs, and the last one through was at 16:00 hrs. Now for the winners: First was LAC KIRKPATRICK with a score of 338, second was LAC FITCHETT who totaled up a 327 and third was LAC BROWN who came through with a close 325. Our congrats to these lads and to all who took part, Extra thanks to all the various officers and NCO's who acted as judges, timekeepers, etc. and who helped to put over a good show.

The day finally ended (early the next morning) with a bang-up party for the Section, judges, contestants and wives in the "Auerhahn" Gasthaus in Affental with dancing, dining and drinking (coffee?), door prizes, novelty prizes and especially prizes and trophies for the three winning contestants, donated by the Station and local contractors and presented by W/C McLeod. Our new MEO, F/O Baker, and his wife were present, so as it was our first get-together since he arrived, the boys chipped in and presented him with a novelty to use while sitting by himself thinking and then he was finally left to the bottle of Steinhager. Many kudos to Cpl Smoky Voyce for his masterful organization of the whole affair. We were glad to see he finally got his Schnitzel. Applause to Mrs. Voyce and her masterful organizing in presenting Smoky with another youngster (finally someone who can drown him out).

Was witness to an intriguing game of baseball the other Sunday. Seems the ME airmen are usually getting beaten by the NCO's in sports, so they challenged the NCO's to a game of ball. After sitting through a fascinating innings I finally inquired as to the score and was not the least surprised to note that the NCO's came in ahead again with a trouncing 23 to 8 score. LAC DRYDEN, who is chief instigator of these small affrays, is now practising up on his tiddly-winks as he is bound to have a winning team in some sport.

WO2 Wright has just returned from a safe driving course in Canada at the University of Toronto and we note that his waistline has not diminished at all. We thought those Co-eds there would keep him in trim, but Canadian steaks must be the winner in that outcome.

We are all going to pack up the section and take off if these operations don't soon slow down; our Refuelling Pool drivers are just about run ragged and even the ME dispatcher is out driving. I hear wheelbarrows are coming on inventory, so the next operation we'll issue them to Sgt Hendrik and his shop crew and let them take a few runs.

# Fire Prevention week

by the Fire Chief



Last week was observed in Canada and the RCAF stations in Europe as Fire Prevention week. Although fire prevention is something which should be practised all year round, we all need an occasional reminder, and this special week serves that purpose every year.

If you have any particular fire prevention problem in your section or department, a phone call to Local 203 will usually enable us to help you solve it. Being able to recognize hazards in the making will go a long way towards preventing future fires.

Some of the everyday precautions which we can all observe are very simple — making sure, for example, that all electrical appliances are in good condition and checked regularly by the electrical department. Another one is making sure all rubbish is disposed of in your garbage can daily, and that your section is checked every day at close of work for fire hazards. If at all avoidable, keep flammable liquids out of your section stores. And in your barrack block, keep an eye open for the character who has a habit of smoking in bed; it can be dangerous.

The fire prevention slogan this year is "Don't Give Fire a Place to Start". However, if it does, call Local 6 for quick action. You can help us by checking the location of the nearest fire alarm box.

And don't forget — help prevent fires.

## Events in Baden-Baden

### October

- 15 — Concert in the Kurhaus — soloist: Winfried Wolf, piano.
- 22 — Kurhaus — Concert of Chamber Music.
- 25 — Kurhaus — Thomaner Choir presents selections by Bach.
- 27 — Kurhaus — Concert of folk songs and music from Baden province.

### November

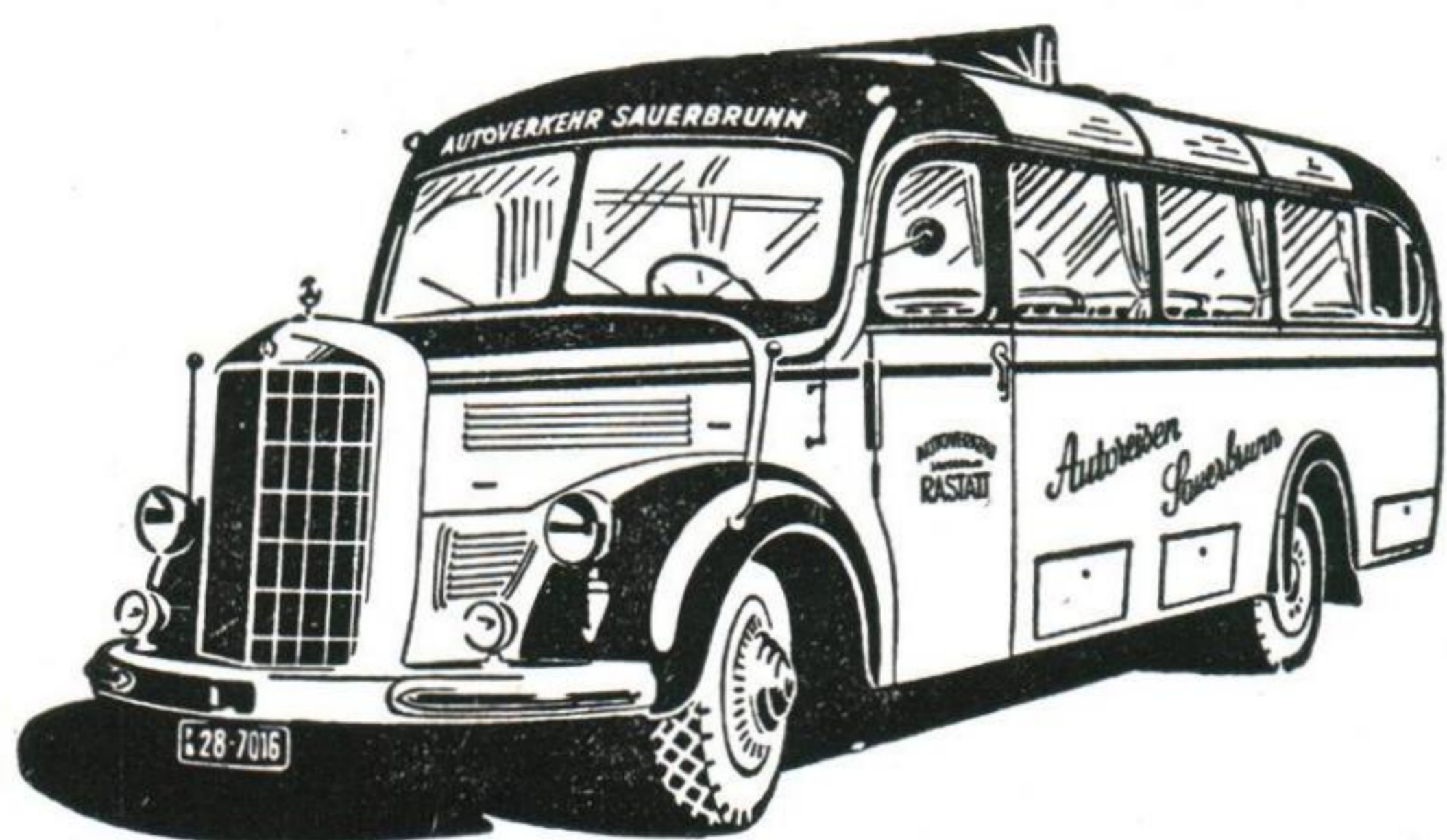
- 5 — Kurhaus — Concert. Soloist: Enrico Mainardi, violoncello.
- 12 — Kurhaus — Concert of Chamber music.
- 15 — Opera "Zar and Zimmermann" at 15.00 hrs and 20.15 hrs.

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**Soellingen Sally Reports**

Success — so we'll try our luck again at divulging the happenings of the ladies, girls, airwomen or dolls — just whatever suits your vocabulary best.

**Social** — Our social event for last month was the farewell banquet and dance (see photo) held on September 6th for F/L Barb Ross. The entire evening was something which will long be remembered by all. The highlight being the



Party Queen Barb Ross holds court in the Mixed Lounge during farewell celebrations held in her honour.

floor show, which has been spoken of as The Ultimate of its kind. A vote of thanks to all those who helped to make the evening such a terrific success.

**Welcome** — The welcome mat is extended (out to the rain-soaked doorstep) to J. Sinclair (MedA) and E. Cornwell (ClkTyp), who will soon forget all about circular door handles.

**Farewell** — Over the past month (my head tells me longer than that) we have said farewell to two Old Sweats. A terrific party was held in the lounge and entertainment was provided by Mrs. Stone, who kindly donated her time to provide piano music for the evening. A hearty vote of thanks to her, and we'll look forward to an early repeat. With Hazel (Pouliott) no longer with us, we won't be hearing why Telecom should replace their bike with a car when people are on call. And with Jan (Laroque) going, the sales of nylons in the PX are going to take a drop.

**Sports** — The girls' basketball team is under way once again with an eye to the future competition. They can be seen going through their paces at the recreation centre under the guidance of Lefty Lefler.

**Rock'n Roll** — at the bowling alley now that the season is in full swing — the call goes out to all who crave a good time. The league has started and I refer all you who have not yet done anything about it to Stevie's List — Last year's players will tell you it's a Must.

**Congratulations** — Hearty congratulations to F/O S. Hellstrom on receiving her commission and joining the ranks. Will it be Senneterre next? — double or nothing — once a Radar Unit always a Radar Unit!

**Sundries** — It's nice to see Joyce B. back among us (until wedding bells ring, that is) after spending the last few weeks in Canada.



Flight Lieutenant Barb Ross takes a short dance with LAC Demers.

The TDY privilege for this month goes to Jackie B. — watch out for those Frenchmen — but then again, bring back a full and interesting report to your fellow colleagues.

For all you people who happen to miss Church on Sunday mornings, one among us holds hymn singing services on Sunday nights around 11 p. m.

Well, instead of that grim look of determination we now see one of hopeful expectation — we are referring to those who wrote qualifying exams of course.

There comes a time in everyone's life when they visit a country, like it . . . and then get stuck in it . . . Tell us all about it, Latty.

### Flashes from Training Flight

by LAC Phil Webber

Matrimony has taken over the limelight during the past few months in Training Flight. First to take marriage vows was LAC Jim Davey. He took the big step on July 27th in Soellingen. Jim's Frau hails from Varnhalt which, as any good wine drinker knows, is situated in the wine district between Baden-Baden and Buehl. Jim and Gerda sailed for Canada on October 6th, en route to Sea Island.

The second to take marriage vows was LAC Gary Brocks . . . in Newcastle on Tyne on August 18th. Gary's Frau is from Newcastle, the Land of the Jordies. Betty and Gary have set up housekeeping near Rastatt. Welcome to Germany, Betty, and may you enjoy your stay here.

Last but not least comes Corporal Jerry Lemieux — another one who likes English girls. Jerry took his big jump in Nottingham on September 15th. We welcome Norma to Wiener Schnitzel Land and hope she'll like it around here.

Corporal Al Jones is our newest arrival from Canada. Al and his wife arrived from Comox on August 25th and have taken up residence in Baden-Baden. Here's wishing you both an enjoyable stay. Another newcomer, this time from 422 Squadron, is LAC Paul Hoffard. Glad to have you with us, Paul.

Overheard in the Section recently: "Actually the Hillman is a very economical car" (LAC Jack Ball speaking).

"It costs more for gas driving my new Ford" (FS Kent).

"I haven't got a ruddy car, mate" (LAC Pip England).

To those who are writing their trade board this month we extend the best of luck. Let's see 100 per cent passes, you guys.

And to close out our contribution for this month we welcome Shag back to the fold after a spot of vacation.

**OPTIK  
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# TECHNICAL Services

by LAC Claude Gray

On Saturday, September 15th, a gala party or reception (depending on whether you drink or not) was held to celebrate the wedding of LAC Bill Offler and Fräulein Anna Nesler. The wedding was held in the Protestant Chapel on the station. Afterwards the guests left for Memprechtshofen and the Gasthaus Blumen. The staff of Workshops were invited and from all accounts the shop was very well represented. The writer was unable to attend so this account is strictly from the hazy memories of those present. Things got under way around 8.30 p. m. with your choice of eats and very potent punch being served. I did hear that it was 100% over proof. Seems that (life-of-the-party) Meyers took offence at someone and challenged him to a fight, weapons being champagne bottles shaken vigorously with the cork retainers removed. Can't announce the winner, but it was probably a draw with the cleaners coming out on top financially. All joking aside, the whole of Tech Services wish both Anna and Bill the very best in the future.

From the sports department we wish to announce that the Tech Services fast- (or slow-) ball team made the finals. Our ace hurler, MacKay, had a beautiful no hit game going until the first batter came up and ruined the whole show. These 422 guys really gave us a hard time with a closing score of something like 38 to 14. That's a fastball score, by the way, not basketball.

The shop hope for a speedy recovery for Corporal Snider, who is spending a few days with the girls in white. Al has a surplus of water in his system and it's coming out in the knee. Hurry back please Al, Charlie needs a bridge partner.

Not much news from Ground Handling this month. They have been busy modifying energizers most of the time.

Safety Equipment are losing their good-humour girl this month . . . Cpl Verrault has been posted to Trenton. When asked why she didn't go to Quebec, Tess said she couldn't understand the language.

On the new arrivals side we are glad to see LAC Morin fresh from Gimli. He'll join the Safety Equipment people under Sgt Ruggles' guiding hand.

The Old Men's Season has finally rolled around again. Bowling and Curling will be the extent of our efforts for the next three or four months. We managed to scrape enough bodies together to form a bowling team and should be able to come forth with a representation in the curling loop.

Our Honest John Car Dealer, Sgt Paquette, will soon be sporting another automobile. Somebody said it was to be a 51 Plymouth. Can't understand that with the money he has (Sergeant's pay and a non smoker — must be rolling in dough).

## Maintenance Memorandum

by Corporal D. S. Chisholm

A warm midday meal heightened AC1 Wrenchbender's ambition, and he arrived on the 1 o'clock roll call resolved to earn his salt. He was deflated five minutes later by the information that he had volunteered for Security Guard. However, convincing himself that he had been wronged, he confronted his sergeant with the argument that he had been on security guard just last month. "Mox Nix" countered his Sergeant, "our list was all snafu'd, so we started all over again."

"But that's what you said last month," moaned Wrenchbender.

"And that's exactly what happened last month, too". answered his boss.

## IN MEMORIAM

to

LAC Ronnie Scott,

Died in an accident on the  
29th October, 1955.

A tribute to a great sportsman  
and friend  
from the boys in Wing Maintenance.

In work and in play  
We shall remember him.

At that moment three rings of the crash bell threw the hangar into wild confusion. "Quick, Wrenchbender" bel-lowed Cpl. Legree, "get a down-lock."

Our hero took off on the run towards the tool crib. Bursting through the door he panted "Quick — down-lock."

"What do you want it for?" the smiling figure behind the counter asked in a faint English accent.

"Never mind, gimme a down-lock," snapped Wrench-bender.

"Say please", drawled the smiling figure.

"Please, please — anything, but give me that &0/\$£&! downlock."

"Give me your tag first" grinned the counter man.

The down-lock was produced and our rigger tore out of the store, bowled over two sightseers from Air Division, and ran out to Legree with the precious down-lock.

Oh, never mind that" said Legree, "the tower phoned to say they rang the bell to wake up the firefighters".

"But I didn't hear the 'All Clear' signal," countered our rigger.

"No, if they ring the all clear the fire fighters will go back to sleep".

"Ohhh . . . ." said the enlightened Wrenchbender, and retraced his steps to the tool crib, wondering to him-self "how can I remuster to fire fighter?"

Stacks of bodies keep moving out of this hangar and to date just one replacement has turned up. He is Cpl. Melanson from Chatham, and has taken up residence in Bay 6.

LAC Tom Franworth joined his family in England with his transfer to Langar. Anything to get closer to Canada, eh Tom?

A few minor improvements took place last month. LAC Jim Dicks left the tire shop for Bay 3; LACs Joe Miller and Cookie Craig to the tire shop the floor, along with myself.

The old sweat of the tire shop, LAC Larry Larrett, is learning a new song. It's called "Ramona" — apparently that's the tag the Missus put on their newest arrival last month. Congratulations to you both.

As you read this, LACs Nielson, Green, Kretzul and Kelly will be far away out to sea, holding up the ship's bar until they reach the other side. Best of luck to you on your new units, boys.

444 Squadron claimed WO1 Harbun last month, so now there are at least two sections on the Wing that are working. We received as replacement WO1 RF McConnell, former Tech Adjutant and Quality Control Inspector of this unit.

**Sign on a Scottish Golf Course:** "Members are requested not to pick up lost balls until they have stopped rolling."

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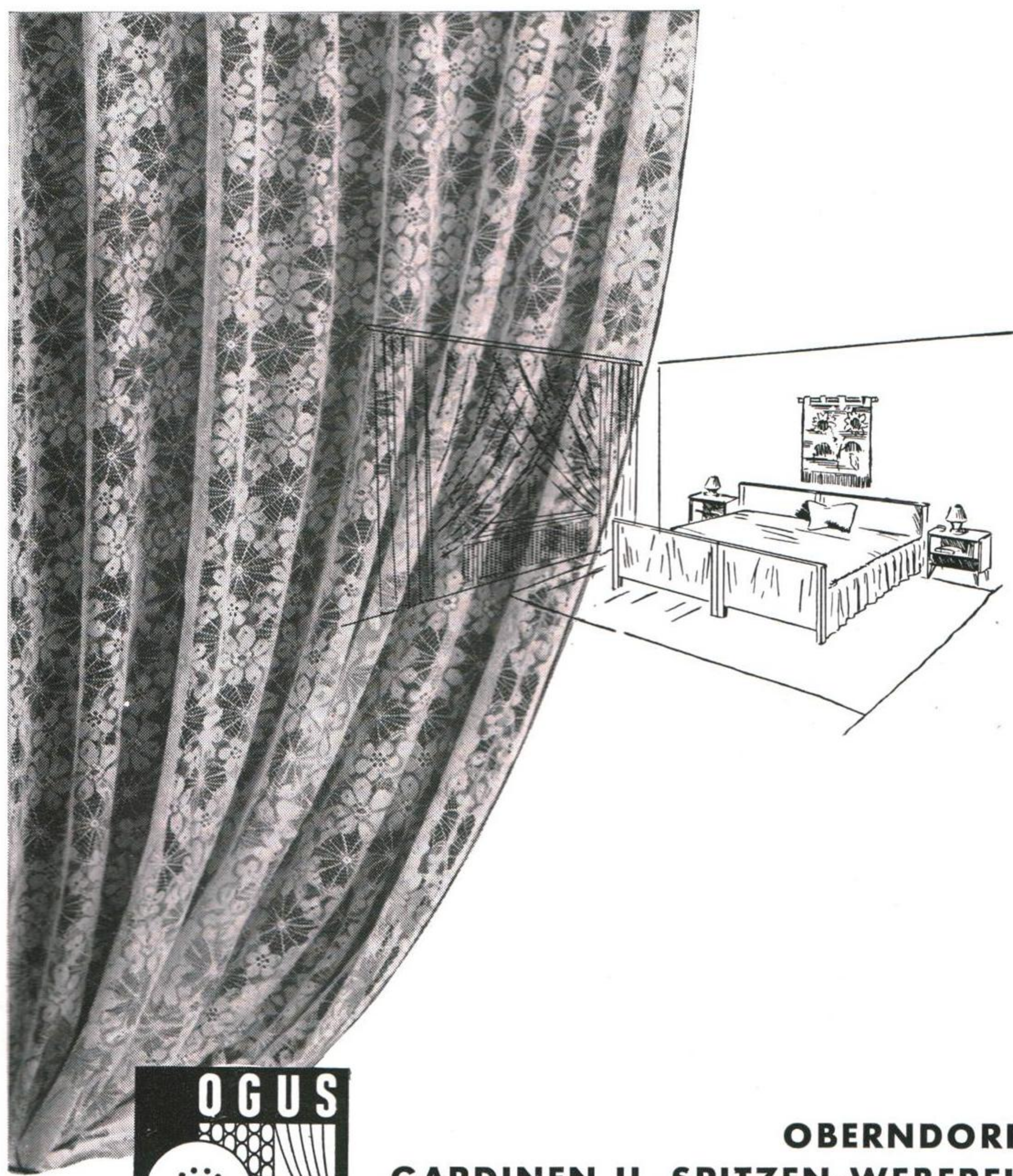
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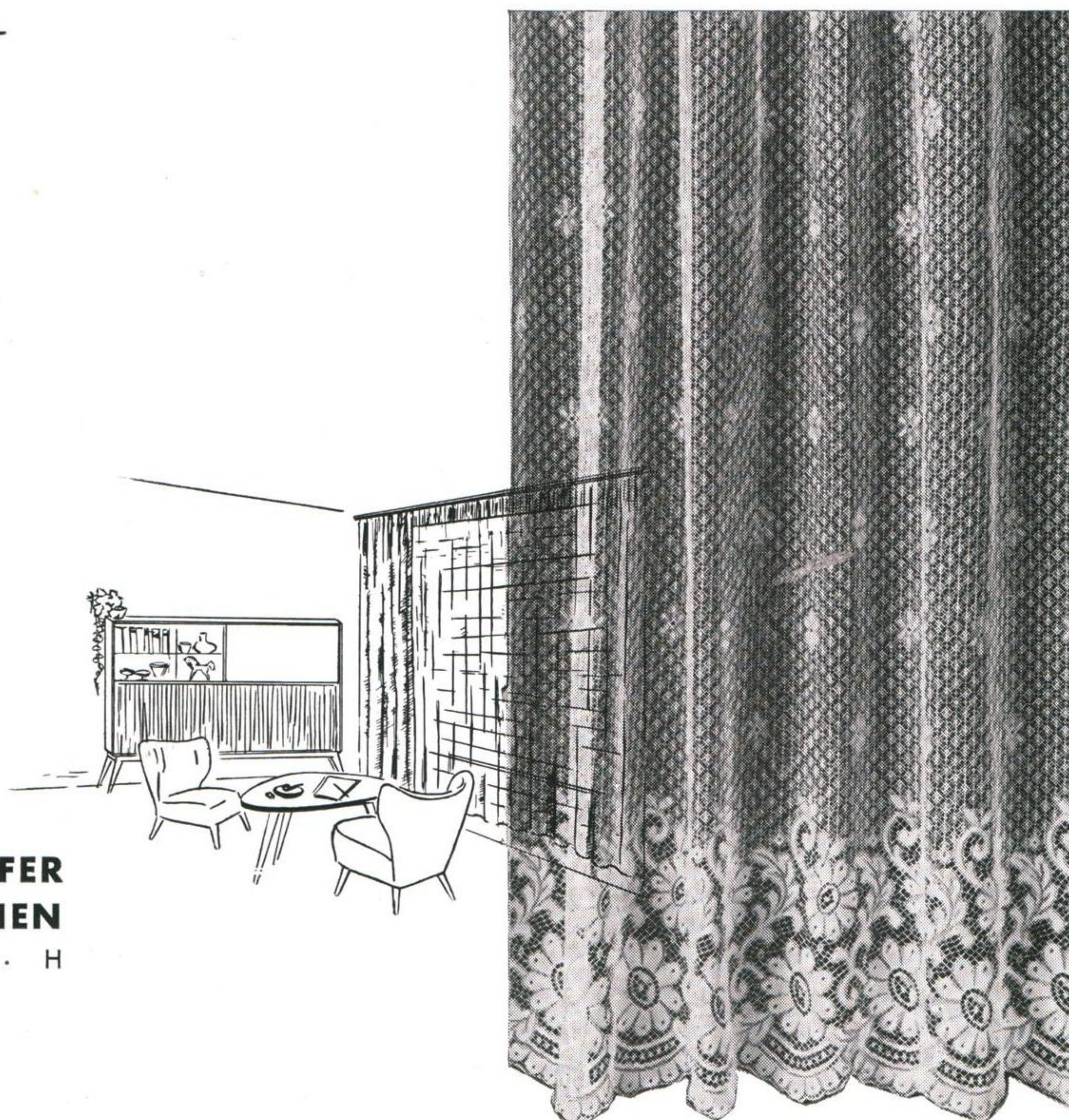
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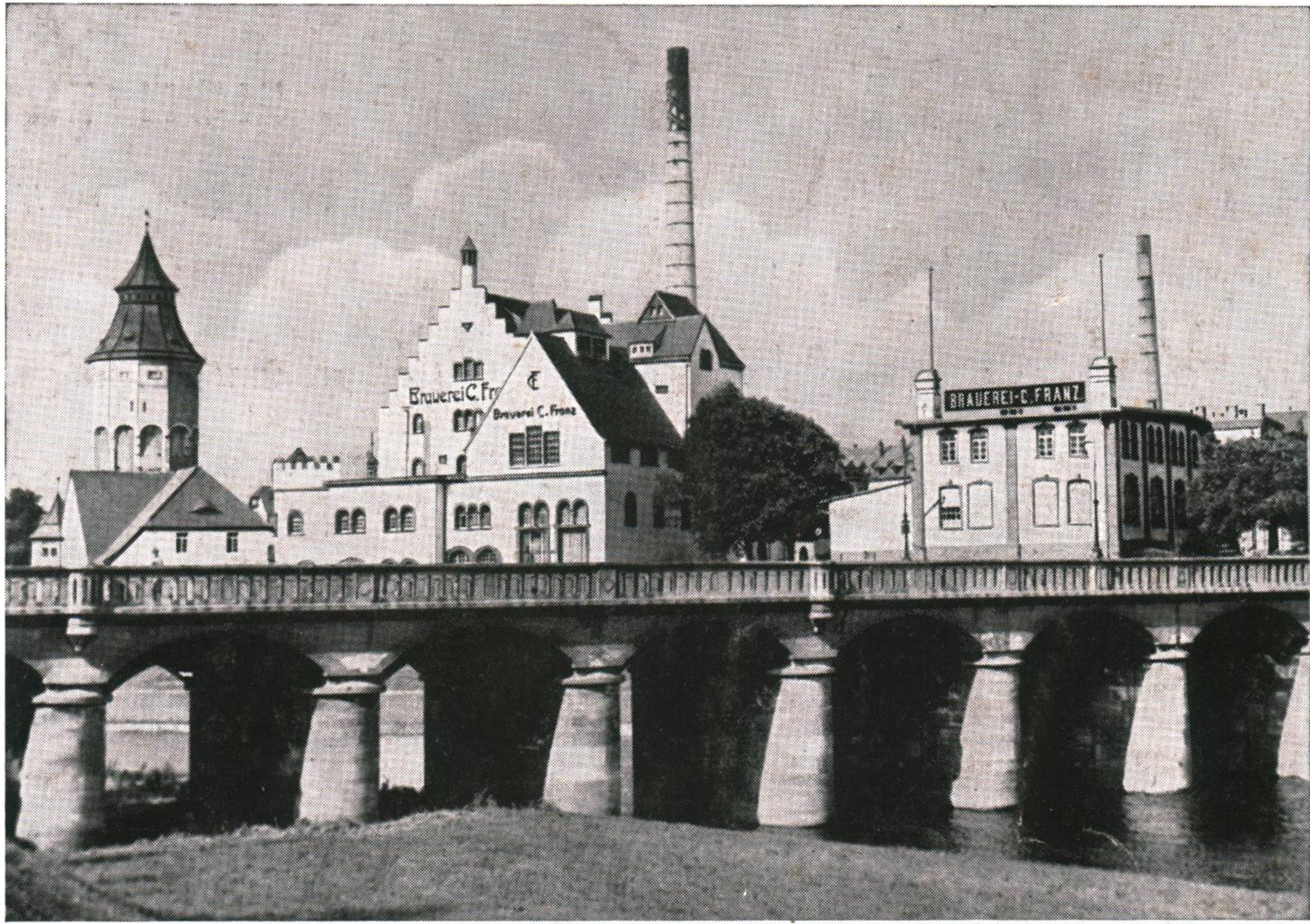
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