

Schwarzwald- Flieger



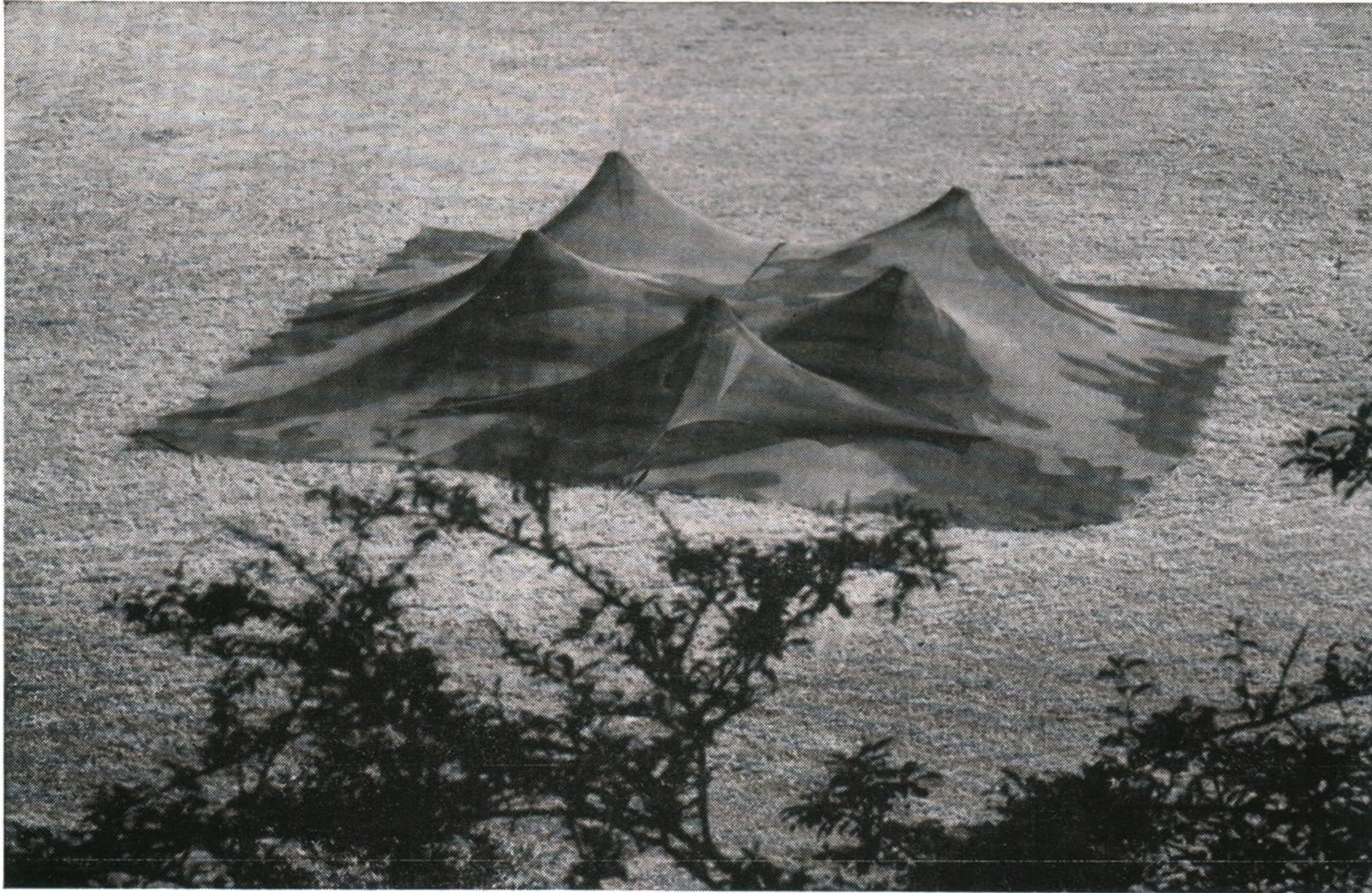
THE SCHWARZWALD (THE BLACK FOREST) (COVER STORY PAGE 1)

PUBLISHED BY
4 (F) WING RCAF



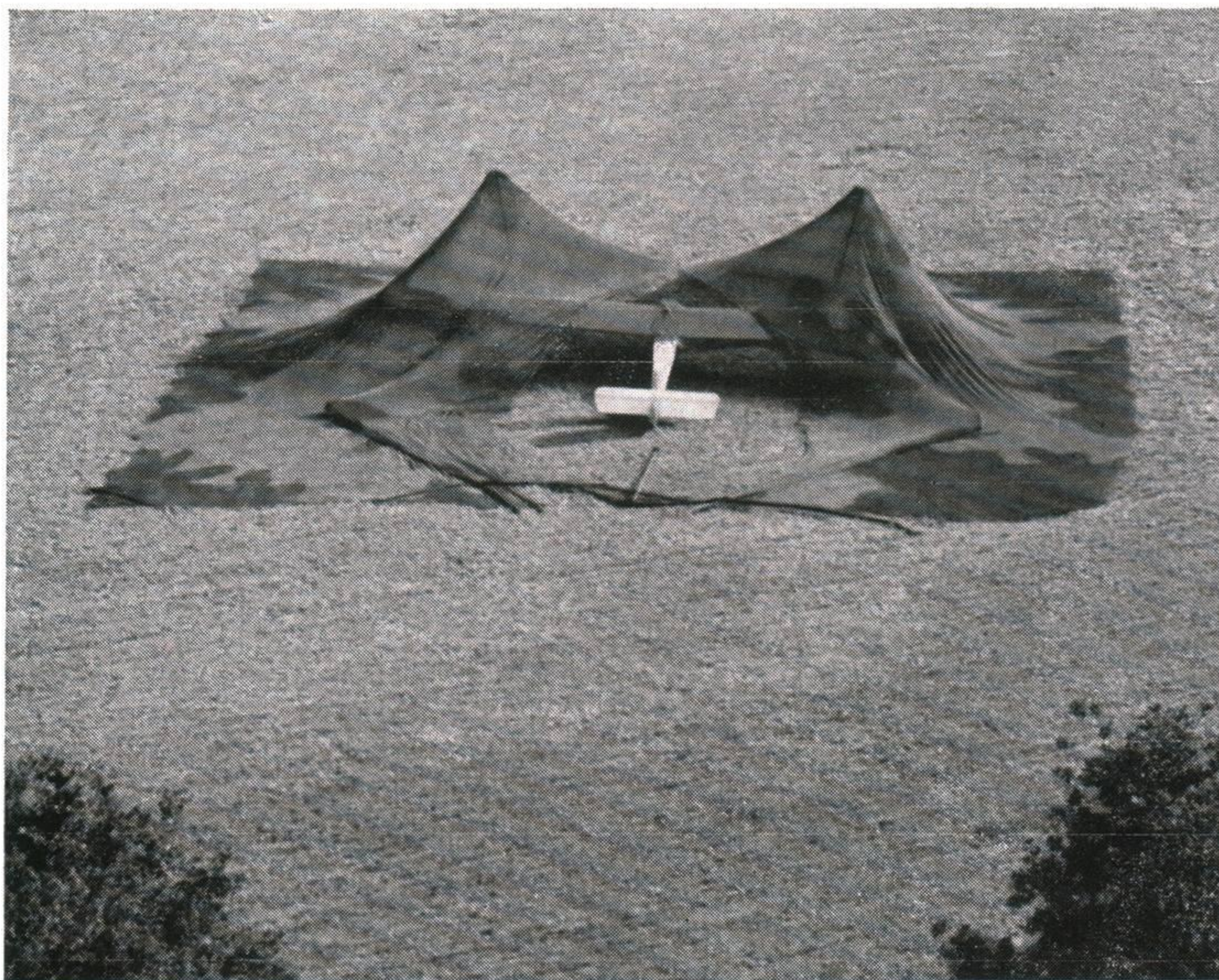
BADEN - SOELLINGEN
GERMANY

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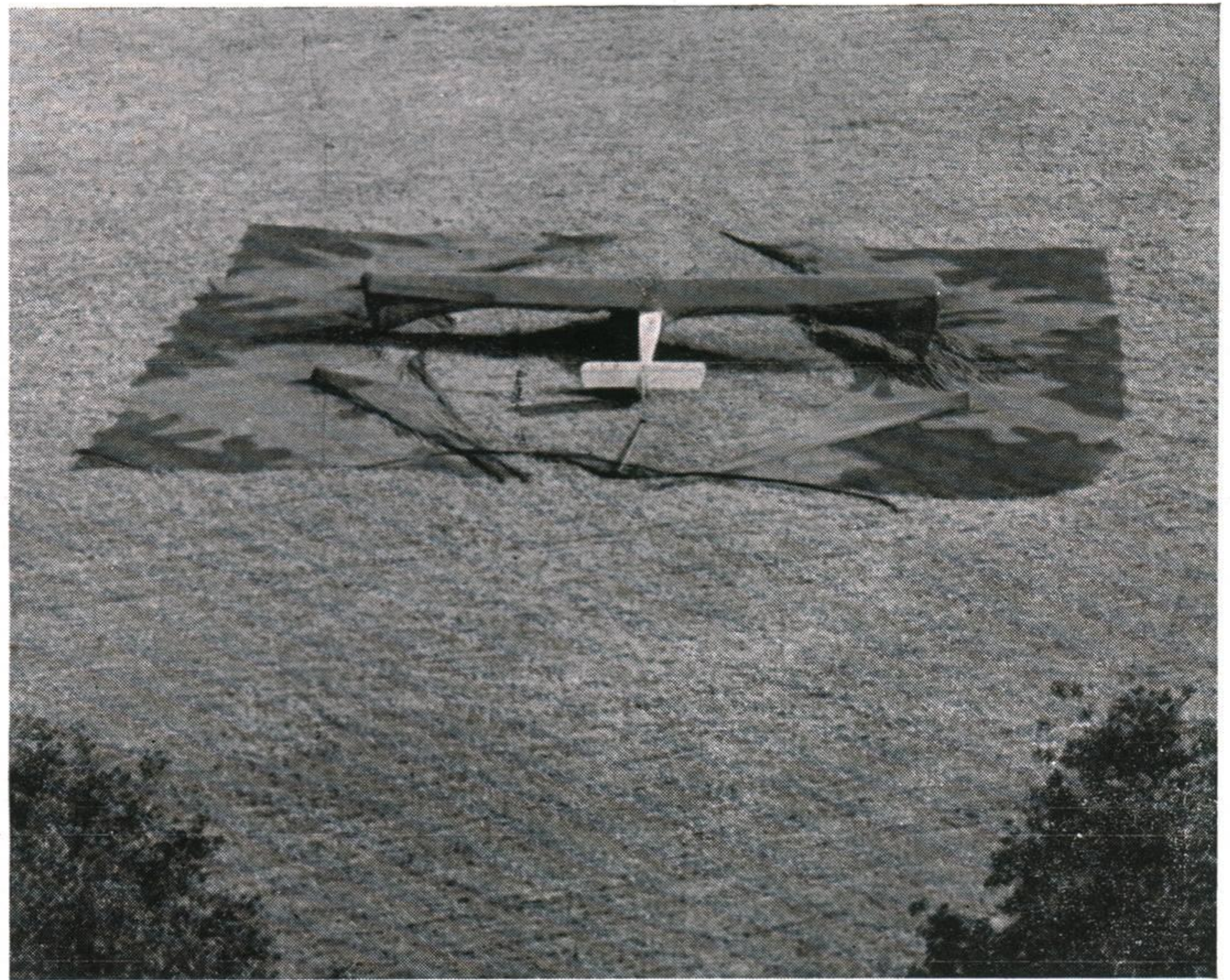


Aircraft picketed by net-set

This sequence of photos demonstrates the working of an aircraft camouflage net-set



Net being opened immediately by quick release device. Net halves open and stakes fall aside



Aircraft ready, wings and fuselage protected against reflection by additional net cover

Suppliers of camouflage netting to many NATO Air- and Ground-Forces



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This
Month's
**COVER
STORY**

The Black Forest

By Marie Bauert

The picturesque, pine-covered mountain range stretching from Karlsruhe all the way down southern Germany to the Swiss border, is called the 'Schwarzwald'.

True to its name "Black Forest", the deep, narrow valleys, the dark blue lakes, encircled by high cliffs and torrents, roaring through ravines, suggest cool dusky forests.

It follows the romantic Rhine river for 140 miles as far as Basel in Switzerland, and extends 60 miles at its widest point. The highest peaks are the Feldberg, Belchen and Blauen with heights of approximately 6000 ft.; the Hornisgrinde near Baden and Buhl with 4680 ft.; and the Kniebis near Freudenstadt 3900 ft.

Many legends and superstitions of the forest interweave truth with fiction. One of them is called 'Der Titisee', which in fact is a lake situated high up near the Feldberg mountain. As the story goes, there once was a rich town with a monastery by the lake. The luxurious living of the inhabitants caused them to waste their bread, even to the extent of making sandals with the crusts. As a punishment the town was sunk into the ground, and the lake "Titisee" appeared in its place. On a clear day, it is said the spires of the monastery are visible, in the unfathomable waters. One of these days, the legend has it, it will rise again. Long ago people tried in vain to measure the depth of the lake, until some plucky fellow rowed a boat to its centre and dropped a plummet, tied to an immense length of string. After many, many coils had disappeared and yet lots were still left over, a dreadful, hollow voice roared from under the waves,

"If thou measurest me,
I shall swallow thee!"

Scared to death, the petrified man stopped abruptly. Ever since no one has dared explore the lake's depth.

Then there is the story of "Die Rube im Schwarzwald" (The Black Forest Turnip). A seed merchant travelled back across the Rhine, previously having dropped one of the seeds into the Black Forest. Upon returning, he observed an enormous turnip, which had grown from that seed. It was so large that he could feed two large oxen with it. During the feeding, however, their horns grew to such a length, that when you blew into them, it took six months until the sound was heard at the other end.

Here and there you still encounter a beautifully carved wayward cross, or images of the Virgin Mary on wooden poles, which are set up to protect people from obscure, malevolent spirits.



**Schwarzwald-
Flieger**

(Black Forest Flyer)

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There are still quite a number of characteristic thatched-roofed Black Forest cottages nestling in sheltered places, where colourful national costumes, embroidered in gold and silver threads, are still worn on Sundays and Feast-days.

One of the oldest trades is still the making of the cuckoo-clocks, for which the forest is known the world over. Logging and the making of paper are the most important industries. Internationally famous are its ancient spas, (dating back to the old Romans), such as Baden-Baden, Badenweiler, Wildbad, Bad Durrheim, Bad Mergentheim and many more. On the gently sloping hillsides grow the grapevines, which produce the grapes from which some of Germany's best wines are made.

Manager — **ASTRA** — Local 66
E. Burnside

CINEMA

FOR YOUR INFORMATION

TIMES OF PERFORMANCES

SUNDAY, WEDNESDAY, FRIDAY — 18.15 and 20.45 hrs
MONDAY, TUESDAY, THURSDAY — 20.00 hrs ONLY
CHILDRENS MATINEE — ALTERNATE SATURDAYS
at 14.00 hrs.

(These times and days are subject to alteration if length of show or alternate entertainment make it necessary.)

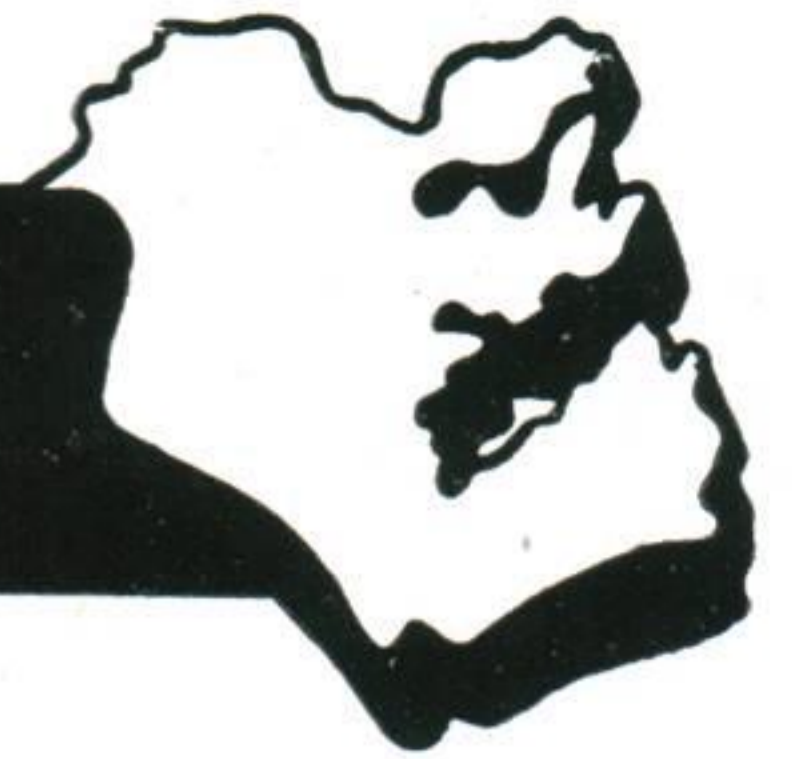
PRICES OF ADMISSION

(except special children's matinee)

ADULTS30 cent CHILDREN15 cent



Canadian Current Affairs



BROWN TO EGYPT — A Canadian Press dispatch from Ottawa says Colonel Harold E. Brown, age 44, of Brandon, Manitoba, will soon take over command of the Canadian Army contingent in the United Nations Emergency Force in Egypt. Colonel Brown is now commandant of the Royal Canadian School of Artillery at Camp Shilo, Manitoba. He will replace Colonel Michael Dare, who has headed the Canadian contingent in Egypt since last January. Colonel Brown was commissioned in the militia in 1932 and joined the regular army in 1940. He commanded the first field regiment of the Royal Canadian Horse Artillery in Italy in 1944, and was wounded in action near Ortona.

BEAVERS — Two Canadian beavers from the Granby, Quebec, zoo will be presented to Prime Minister Nehru of India in exchange for a baby elephant he gave the zoo last year. The beaver will be flown to India this summer, and will be handed over to Mr. Nehru by the Canadian high commissioner, Escott Reid. The Granby zoo is building up quite a collection from far-away places. Very soon it will be receiving a pair of black-footed penguins from the Chesington zoo in England, and a pair of chimpanzees from the Paris zoo. Granby is about 30 miles east of Montreal.

ONE YEAR IN EGYPT — A Canadian Press dispatch from Ottawa says the defence department has decided that the tour of duty of Canadian soldiers in Egypt will be for one year. Some thought had been given to limiting the tour to six months. At the same time, defence authorities disclosed that five Canadian soldiers have been sent home from the Middle East for disciplining. All were sentenced to terms in army detention barracks in Canada — one man drawing a 60-day sentence, and another 30 days. The five soldiers had been serving with the Canadian contingent in the U-N emergency force in Egypt. About 1000 Canadian soldiers are serving there — the first having arrived in that area late last November.

JETS — Two navy jet fighter squadrons are to be trained this year in army ground support. The navy said that one of the squadrons would be stationed later this year aboard Canada's new aircraft carrier, the Bonaventure. But in the meantime, both fighter groups will train at the Canadian joint air training command at Rivers, Manitoba.

WAR HEROES — Air Marshall W.A. Curtis thinks it's time Canada did something about her national war heroes. In his opinion, they're in danger of being forgotten. Marshall Curtis said that Canada had been making air history since the early days of aviation. Some of her pioneers have been all over the world. But many of those men were already dead, or growing old, and unless some shrine was erected to them they'd be forgotten in no time.

Air Marshall Curtis pointed out that the United States wasn't lacking in recognition of this fact. There was the Arlington Cemetery, and many others erected to men who had given their lives in the service of their country. It was time, he said, that Canada did something about it too.

JETS — The RCAF is thinking seriously of adopting an all-jet training program. At present, student pilots are trained in piston-type aircraft before moving on to the T-33 jet trainer. But if the plan under consideration goes through, the students would start off flying jets at once. The airforce feels that this type of training would have many advantages. Chiefly, it would enable instructors to detect limitations earlier, and it's been found that jet training induces a higher standard of flying. Another big advantage is that the student pilot doesn't have to forget the technique he developed while learning to fly in the piston-type planes. But the RCAF made it clear that the program isn't definite yet. In fact, it may not come into force for quite some time. While the jet training scheme might cost a little more, air force experts believe the added cost would be made up in time saved. For the time being, however, they're still considering the plan, and testing types of jet trainers that could be used to implement it.

UNIFORMS — At least one military expert thinks it's time something was done to brighten up the uniform of the Canadian soldiers. Major William Simcock says battledress is all very well in its proper setting. But in peacetime, it makes a man feel dull and uninteresting. The major deplored what he called the cult of greyness in which everyone looks alike. And he feels that such uniforms have a bad effect on recruiting. Pride in uniform Major Simcock believes, is a part of the soldier's way of thinking. But battledress, which he calls drab, uninspiring and shapeless, doesn't give much scope for pride . . . or improvement. And so long as this situation prevails Major Simcock feels the army won't have much success with its recruiting drives. Colorful parades and lively exhibitions of army equipment were the things to give the men who might become troops if the inducement was great enough.

MOUNTIES — Canada's Mounties are making a five-month visit to Britain. And as part of their first official engagement they paraded through the streets of London. The officers and men of the RCMP's famous musical ride rode to the Mansion House in London, to see the Lord Mayor. During their overseas stay, the musical ride of the scarlet-coated mounties will be performed at agricultural fairs and horse shows in many parts of England and Scotland.

DAGMAR — Measurement of groundspeed and the true motion of aircraft over the earth's surface, a longtime navigation problem, can now be made directly and accurately due to the development of a new radar aid by Defence Research Board scientists. Known as a Drift and Groundspeed Measuring Airborne Radar (DAGMAR), the 100-pound equipment developed at the Electronics Laboratory, one of two Ottawa units comprising the Defence Research Telecommunications Establishment, fits readily into the base of the aircraft fuselage. It employs the Doppler principle, a physical phenomenon relating to the change in frequency apparent to the receiver of radio and other waves transmitted from a moving source. Most people are conscious of this phenomenon. It is noticeable in the apparent pitch variations of the whistle of a train as the latter passes or in the apparent pitch change evidenced by a passing automobile. The variation in pitch of frequency of vibration is directly proportional to the velocity of the sound source relative to the observer. The change in frequency therefore, is a measure of the velocity. This principle applies equally to radio, sound and light waves. DAGMAR employs radio waves and permits measurement of an aircraft's velocity by recording the change in frequency of waves transmitted to the ground and reflected back to the source. By directing the waves at predetermined geometric angles, both groundspeed and drift angle (deviation of the path of the aircraft from its heading) can be ascertained. A combination of groundspeed and drift angle results in a track measurement, or that of the aircraft's true motion above the earth.

ARMY GAGETOWN — The Canadian army opened the most extensive military training exercise in Canada's peacetime history on June the 13th. The exercises will be held over a six-week period at Camp Gagetown in New Brunswick, and they will bring together some 10-thousand soldiers from as far west as Saskatchewan. Canadian military units from Alberta and British Columbia will undergo similar training at Camp Wainwright in Alberta, but on a smaller scale. Major-General J.M. Rockingham, commanding officer of the First Canadian division, says that exercise Spitfire at Gagetown this year will mark the first time anywhere in Canada that live ammunition has been used on an artillery exercise. It will bring many Canadian artillerymen as close to actual battle conditions as they've yet been, through use of live ammunition. Because of the hazard involved, Major-General Rockingham personally will supervise the exercises. All ground exercises will be conducted under cover of darkness. Last year's exercise at Camp Gagetown showed that ground movements in daylight cannot succeed against superior air power.

B.C. ROAD BUILDING — British Columbia in 1956 had the busiest road building year in its history. Contractors completed some 160 miles of new highway and started on 205 miles, provincial authorities report. Evidence of provincial construction activity are new stretches of highway on Vancouver Island, the Fraser Canyon and Cariboo, the Kamloops area, the Southern Trans-Provincial and

Northern Trans-Provincial. Two new by-passes on the Southern Trans-Provincial-Christiana Lake to Kinnaird and Salmo to Creston — were begun. Work began also on the 22-mile Elko-Rooseville section on Highway 93 from the United States. Good progress was made on the new link from Terrace to Kitimat, joining British Columbia's newest city to the highway system. The new highway from Horseshoe Bay to Squamish pushed on, and work continued on the Upper Levels Highway from Horseshoe Bay to West Vancouver.

BRICK — Brigadier Bruce Redford of Montreal, who commanded general headquarters troops during the evacuation from Dunkirk, is going back there again . . . because he wants a brick. Brigadier Redford is head of a shipping company in Montreal, and collecting single bricks isn't a hobby of his. But this one particular brick has a lot of significance. During the evacuation, Brigadier Redford and his orderly were under some pretty stiff bombing from German planes. At the height of the attack, they took shelter behind a brick wall, and it probably saved their lives. Three years later, the wall was still standing, and now the brigadier has a twofold reason for going back to Dunkirk. First, he wants to be present when the Queen Mother unveils the Dunkirk memorial on June the 29th . . . and second, he wants a brick out of that wall as a souvenir.

ADVENTURE — The spring call to adventure continues to be heard in Montreal. Some days ago three Montreal horsemen trotted out of town on a ride that will take them, they hope, as far as the southern tip of South America. In Montreal harbor a Scot and his wife are all set to start out in a small boat for Australia. And now, a Montreal beauty queen who almost became Miss Canada three years ago, has announced that she's planning to go hunting the Sasquatch in British Columbia. The Sasquatch are legendary beings supposedly living in the interior of B.C. An expedition is being organized to go in search of them. The Montreal girl, Miss Juliette Legare, has asked to be allowed to join the expedition. She says she feels qualified because she has been doing research on the Sasquatch for some time, with the thought of writing a TV play about them. Sasquatch is Indian for wild one. But Miss Legare says they'll be tame after she's done with them, if she is allowed to go on the expedition. The sasquatch keep on making headlines in Canada. British Columbia Indians are believed to be the only people who ever saw one. But a veteran hunter from Surrey, B.C., William Roe, says he did see a Sasquatch two years ago while hunting near Jasper, Alberta, but he didn't have the heart to shoot it. Mr. Roe says its black and brown hair with silvery ends made him think he had drawn a bead on a grizzly. But it wasn't a grizzly. Whatever it was had a human form, stood about six feet and weighed 300 pounds. Mr. Roe says by the time he got hold of himself, it had disappeared. The Scot and his wife who are on their way to Australia in a sloop are Mr. and Mrs. Peter Hamilton. It's the continuation of an adventure for Mr. Hamilton who sailed the same boat across the Atlantic to Canada last summer. Only, Mrs. Hamilton wasn't with him. He married her last November. On this coming trip Mrs. Hamilton will be in charge of the galley. They'll sail leisurely down the Atlantic coast through the Caribbean and the Panama Canal to the Pacific and Australia. Eventually they expect they'll get to Britain and settle down.

Prince Charles Goes To School

Compiled by the London Spectator

The school was . . . five storeys high. —Daily Mail.
 . . . six storeys high.—Daily Telegraph.
 . . . seven storeys high. —Daily Sketch.
 He arrived . . . in a black Ford Zephyr. —Daily Sketch.
 . . . in a green salon. —Daily Herald.
 At . . . 8.55 a.m. —Daily Herald.
 . . . 9 a.m. —The Times.
 . . . 9.15 —Daily Telegraph.
 . . . 9.28 —Daily Mail.
 . . . on the dot of 9.30. —Daily Express.

He was wearing . . . a fawn overcoat with a velvet collar. —Daily Mail.
 . . . a grey topcoat with a rust velvet collar. —Daily Sketch.
 . . . his cinnamon-colored cap. —Daily Express.
 . . . which he was carrying in his hand. —Daily Mail.
 . . . which he had left at home. —Daily Mirror.

He painted a ship . . . colored black and red. —News Chronicle.
 . . . green. —Daily Sketch.
 . . . grey. —Daily Mirror.

which was . . . approaching Tower Bridge. —Daily Mirror.
 . . . passing under Tower Bridge. —Daily Mirror.
 . . . colored black. —Daily Sketch.
 . . . brown. —Daily Mirror.

He was in a class with . . . 8 other boys. —Daily Express.
 . . . a dozen other boys. —Daily Mail.
 . . . 16 other boys. —Daily Mirror.
 . . . 17 other boys. —Daily Sketch.
 He signed his name . . . at the bottom. —Daily Sketch.
 . . . at the top. —News Chronicle.

The Prince is to be called . . . plain Charles. —Daily Mail.
 . . . Prince Charles by the headmaster and Charles by the other boys. —Daily Express.
 . . . Prince Charles by both staff and boys. —Daily Telegraph.

The teaching staff . . . is all female. —The Times.
 . . . has a number of masters. —Daily Telegraph.

The day came to an end at . . . 1 o'clock. —Daily Herald.
 . . . at 3.30. —News Chronicle.
 . . . soon after 3.30. —Daily Mirror.
 . . . at 3.42. —Daily Telegraph.
 . . . at 3.45. —Daily Express.



THE CASE OF THE SHATTERED NERVES or BINGO

by Ron Coulson

I am a private eye. I have been working for a good head for thirty years now, and there isn't very much I haven't missed during that time. I have a partner beside me all the time, but he has been getting fuzzy impressions lately, and I think it is from trying to read mail without opening it, and peering at things over a block away through a pair of heavy curtains. I have saved my strength for more important things, such as scanning price tags, and looking for dust on the furniture at bridge parties.

The case I have to relate this time is true. Only the facts have been changed to protect the innocent.

It begins Saturday, around supper time. The boss is careful not to be seen as she hides some loose script in the bottom of the old banjo clock she packed over here from Whitehorse. In the back of her head, I can tell a plot is forming, and a little later I get the picture. There is a bingo game coming up on Wednesday, with a three hundred dollar jack-pot. I'll be there as a scanner, so I guess I'll have to be on the ball. Eye-ball, that is. Ha-ha.

She has been planning secretly all week, and has now decided that if plan A; (bringing hubby with her) doesn't work, plan B will go into effect. It is Wednesday night now, supper is over, and bringing in the book he was reading in bed last night, the boss asks hubby what he is doing this evening. He looks at her with evil intent, and snarls "Anything but a bingo game!"

The boss left the house for a few minutes, and when she returned she went straight into the bedroom, and changed for the outing. An hour later plan B went into effect with Mabel Dempsey (name and looks by coincidence) arriving with her hubby's car.

Minutes later we are among a multitude of yattering women entering the bingo den. The boss snags a seat close to the door upon which I am to keep a close surveillance, and the job begins. Very shortly, I noticed a stranger wearing the gaudiest array of colours and a hat and purse which were quite obviously mis-mates. It is a pity she wasn't a bit more fashion educated, quipped the boss, to Mabel's delight.

A hand of whist at the next table caught my attention, and I was so wrapped up in it that I missed several newcomers who seated themselves around the hall. Later I caught a look at them individually, but I should have been more attentive to the door.

The game got started then, and a hush came over the crowd as the first number came over the P.A. Four more numbers are called, and still nothing was covered on the boss' cards. I started looking for the attendant so she could change them, but before I saw him we got a number which was on all three, so we stuck it out. This one is a tricky game they called the "Bow-tie", consisting of a vertical line under the B and the O, with a diagonal cross joining them.

I noticed that orange blouse down the table has most of the required numbers covered, so the boss has me dividing my time between our three cards, and hers. We just got another number covered, and now we need only one more for the fifteen dollars. Next number wasn't ours, but someone across the hall hollered "Bingo!" Immediately everyone started telling their partners how close they had come to a winner, and the boss strained me trying to find out who the devil called out when we only needed one more to win.

Our cards still untouched in case it is a mistake, we wait for the decision rather impatiently, and then I spot the winner. It was a flight louie's wife. What a pity it wasn't someone who needed the money, complained Mabel.

A few more games passed; the perimeter, the postage stamp, the square circle and then they crammed in a straight-line bingo for a ticket to the next game. The boss had her means of obtaining a ticket, so she didn't really worry me about this one. I began a grand tour of the hall while the other eyes were busy. The first thing I spotted this time was Cpl. Smudgepot's wife, and we couldn't figure out where she got the gall to show up here after getting so corned in the club last week-end. There was old Sgt. Britchendam's mother-in-law. Thought she had gone back to the old country last month. My gosh, there is Mrs. Hambone, and her with four kids in bed with the measles. I wonder if the M.O. saw her.

The ticket was won, and we played several more uneventful games, then came the big one. The three hundred dollar job. I really have to be sharp for this one. I'm almost sure to be flooded with salty tears if I miss a number during the next five minutes.

The boss put her lucky pfennigs in the centre of her three cards, and under the table, her toes crossed, with difficulty. Her shoes were discarded long ago.

The room is fairly lifting with an air of tense anticipation as the caller spins the cage round and round. There could be no mistakes this time, with so many new summer wardrobes, and trips to the Riviera riding on the outcome.

I'm sure this will be the toughest game of the night, because apart from having to spot a full card out of the three the boss is playing now; I have to keep a sharp watch on one three dames away, which the boss traded.

We sure were on the ball for the first three numbers. Only one card out of the four didn't have them all. The next fifty or so went along about average and we wound up doing fairly well with four numbers to go on one card, and six on the other two. Then another look at the fourth card caused a slow burn on the boss. It only lacked two numbers. Now the boss won't let me look down that way any more. Three more numbers are called, and through the smoke a meek little voice squeaks out Bingo. Then louder it comes out "B-B-Bingo!!!"

Yes, you guessed it; three dames down the table, on the boss' old card.

My shattered nerves!!

B A D E N - B A D E N

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in the middle of the wine-growing district

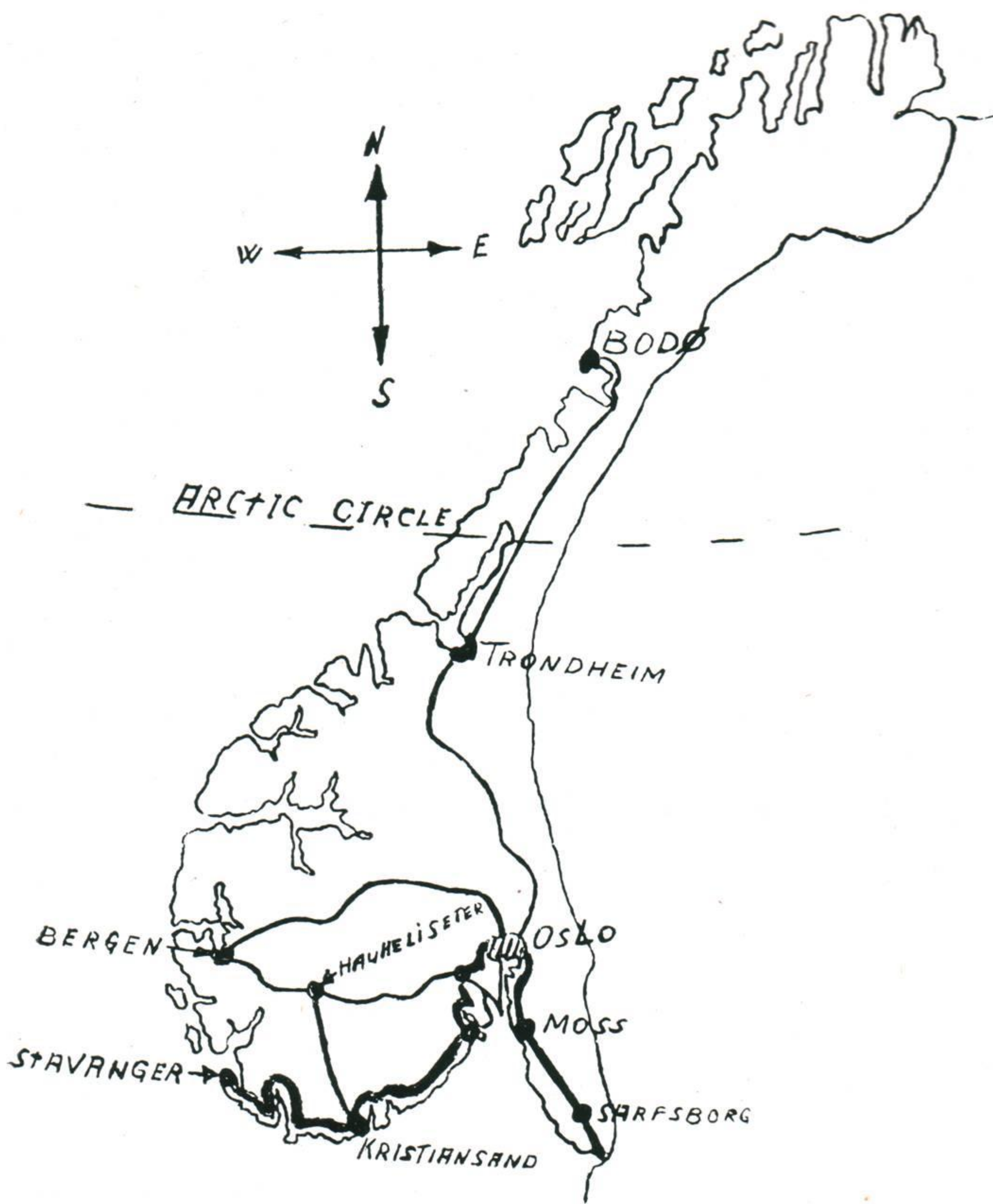


B A D E N - B A D E N

THE "SELIGHOF"

Restaurant and Cafe

o n t h e G o l f C o u r s e



MAP DISTANCES

BADEN-BADEN	to OSLO	2000 KM
OSLO	to STAVANGER	664 KM
OSLO	to KRISTIANSAND	368 KM
KRISTIANSAND	to HAVKELISTER	230 KM
HAVKELISTER	to OSLO	312 KM
OSLO	to TRONDHEIM	570 KM
OSLO	to BERGEN	430 KM
SARPSBORG	to OSLO	75 KM

NORWAY

by Cpl. Harry Carlson

If you plan to travel to Norway during your stay in Europe, perhaps in the spring or summer, you will find a country of friendliness and beauty.

The valleys, the fjords, the snow-topped mountains, waterfalls, the blossoms in the spring and the midnight sun in the summer will give every tourist something to look at and remember.

Most of the roads are paved, and the gravel roads are always in good condition. Hotel accommodation and meals are reasonable, and gasoline can be purchased at 50 cents a gallon. You will also find garages in the main cities where any make of car can be serviced. If you are in doubt as to where to go you can check with the Travel Bureaus which are always willing to assist anyone and are usually very helpful.

There are three ways by which you can see Norway and each one will take you through picturesque country, over mountains, into the valleys and along the fjords. After leaving Sweden and entering Norway from the south you will come to Sarpsburg — number one city in paper and lumber. Travelling further North will take you to Moss from where you have two choices. You may continue on to the capital city Oslo, or you may tour south Norway. On the southern tour it is best to take the ferry to Horton which saves 200 km, and on the return trip, you could include your visit to Oslo.

Horton is the headquarters for Norway's Navy, and it is here that all its enlisted men are trained. If you are interested, you shouldn't have too much trouble going in to look around. You will find travelling in south Norway delightful with its many summer resorts and beaches. Driving into Kristiansand (here also there is a military technical school), you again have two choices; either go on to Stavanger, or turn off into the mountains. Travelling through the mountains you will pass through Haukeliser (5000 feet above sea-level) and then you may travel back to Oslo which is 1200 km from the border.

If you are interested in seeing the famous midnight sun you travel on the main road to Trondheim. This will take you through the mountains and valleys to rolling farm country. I suggest you check with a travel bureau for information on roads and places of interest in the northern part of Norway. Trondheim is also the natural gateway to the Land of the Midnight Sun, and here in the north you have more sun and longer daylight.

If you plan to travel to Bergen you will see Norway's most picturesque city. The surroundings are very hard to describe. You must see for yourself, the beauty of the mountains, and all the historical points of interest nestling in the mountains with the fjords coming in from the North Sea.

All main roads coming from the south go through Oslo, which is the capital city of Norway. Oslo is Norway's largest tourist attraction and most historical city with many famous museums. Here, too, one may wander through the grounds of the castle of the present King, King Haakon, who lives here with his son, Prince Olav, and his family. One may visit the famous Holmenkolln, the stadium of winter sports where the competitions for Scandinavian contestants are held annually.

History lovers will be interested in wandering through the ancient ship Fritjof Nansen sailed in when he opened the northern seaway to the Pacific. Here too, is the museum housing the "Kontiki", the famous raft on which five young Norwegians floated from South America to a Hawaiian Island in nine days, proving that natives from South America must have used the route many times.

You mustn't miss the "Vigland Sculpture Park" which is very famous in Oslo. This is a very beautiful place to browse around. Here you will see many statues carved by Norway's famous sculptor Vigland. These statues represent the "living and the dead". If you stop to study these statues you will be captivated by the feelings expressed in them. The statues represent the love that a mother has for her child until he is a grown man, and portray the different phases of man-hood, stressing man's duty to his family, to his country, and to his fellow-man.

For food, I suggest you try the famous Norwegian dish "Swienribbi med Surkel" or pork-ribs with sauerkraut, but every restaurant has its own specialty.

The majority of the Norwegian people speak English, so one shouldn't have too much trouble getting along in that respect. The money is easy to understand, in crowns and oare, one crown being equivalent to one dollar.

In general, there is no part of Norway that from a scenic point of view is not worth a visit. The mountains, waterfalls, forests, glaciers, valleys, fjords, bogs and islands make ideal vacation country.



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F/O Gordon and Sgt Howard

More About Hungarian Relief

A willingness to help those less fortunate than themselves is a characteristic trait of the average Canadian. Residents of this Wing demonstrated their generosity last year when they gave so freely for the aid of orphanages and refugees. This spirit has continued on the Wing and several organizations have collected gifts of clothing for the refugee centre in Rastatt since Christmas.

At the close of the campaign for funds last December it was decided to retain a portion of the monies collected as it appeared that a refugee centre for Hungarians would be established in this area. This centre did not materialize however and so a further load of food and clothing has been despatched to Austria. Several weeks ago a former RCAF Dietician, Miss Helen Goodrow visited with friends at 4 (F) Wing, F/L and Mrs. Reimer. Miss Goodrow is presently employed with the Canadian Red Cross as Camp Dietitian at a Refugee Camp at Wiener Newstadt in Austria. She spoke with gratitude of the earlier assistance given by the RCAF and reported that the Canadian food supplies made it possible to establish a special diet kitchen for younger children and the more elderly refugees with special diet needs.

It was learned from Miss Goodrow that many refugees are still being processed through the camps in Austria and for these persons the need for assistance is just as great as it was last fall at the height of the Hungarian conflict. She mentioned the lack of clothing and in particular the requirement for good footwear. It was also learned that the camp morale could be improved if some relief from boredom could be provided and it was tactfully suggested that some soccer equipment would be most welcomed by both players and spectators.

The truck that left for Austria on Friday, 31 May was driven by LAC Benoit of the ME Section and was filled to

capacity. Among the contents of many boxes of food and used clothing were 126 pairs of new shoes purchased from a shoe factory in Dahn and also a set of new soccer shoes and stockings to enable members of one camp to participate with other camps in the area.

Human needs do not arise solely at times of flood, war and political conflicts but are present all the time. It is not enough to answer an emotional appeal for help at Christmas time alone. We have tried to remember that the less fortunate have problems throughout everyday of the year and it is therefore intended to disburse the donations of food, money and clothing from time to time throughout the year. To this end, boxes will remain available in the Officers' Mess and in the lobby of the Station Theatre for donations of used clothing or they may be given personally to the Wing Welfare Officer. Your generosity in the past has been truly appreciated by the recipients of your gifts.

The Maple Leaf Trio

by Cpl. E. Sherwood

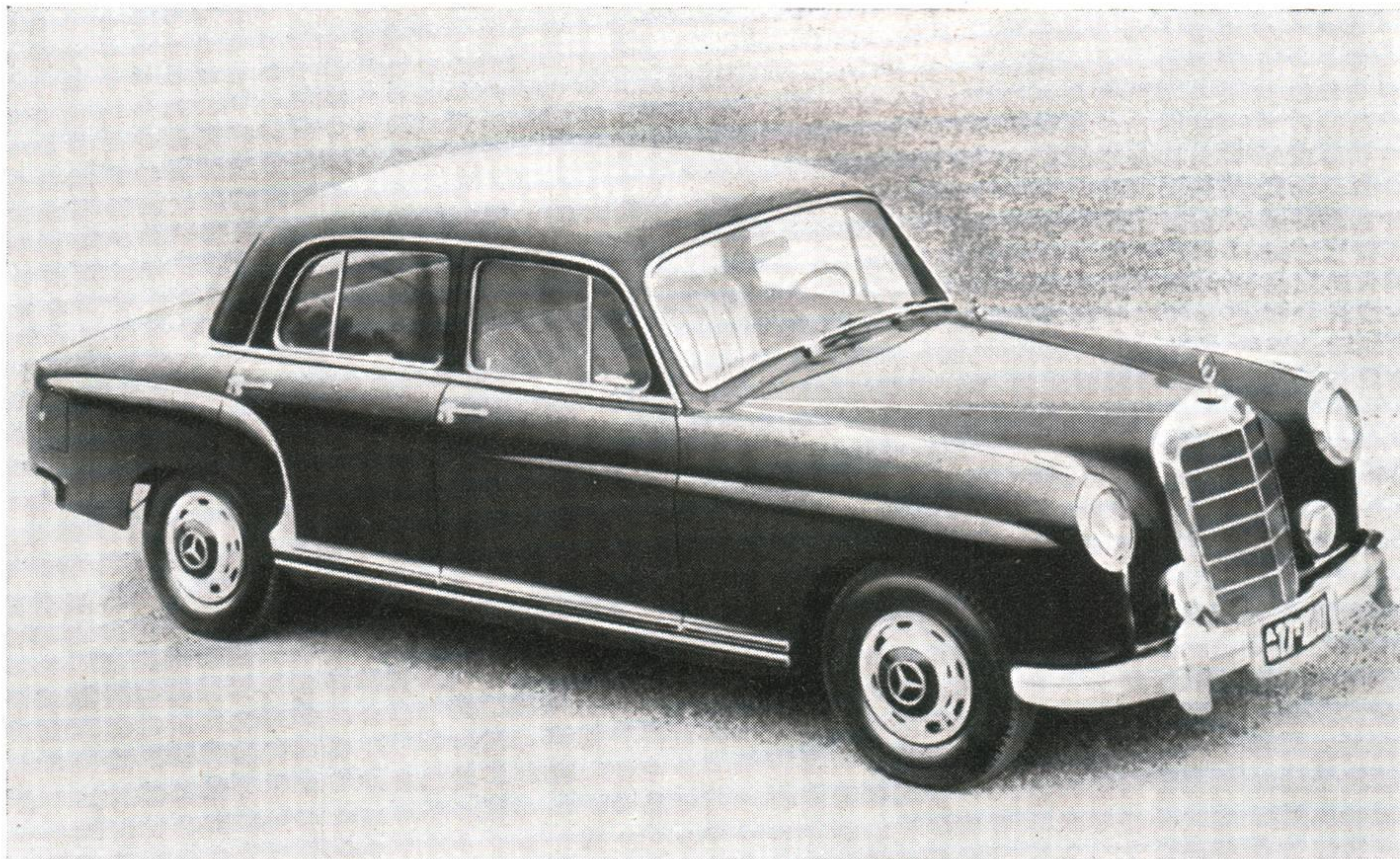
This modern combo plays for dancing every Saturday night in the Airman's mixed lounge, or Circle 32. It is also featured at many section parties, and is becoming increasingly popular because of its natural, unrestrained swing, and the musical ability of its members. (This is a pleasant change from the monotony of the Teutonic rhythms which seem inherent in most German musicians.)

The line up then of our trio — starting naturally with the fairer sex: our pianist Mrs. Betty Stone (wife of LAC Harry Stone) who has twenty years of active musical experience behind her. Betty was a child prodigy, who began her professional piano playing at the age of fifteen. She has played with name bands at most of London's big hotels, and her musical talents helped raise funds for servicemen during the war. Betty has already done more than her share in providing entertainment since coming to 4 (F) Wing and her piano stylings have greatly enhanced the trio's popularity.

Next there's Sgt. Fred Currie, the guitarist plus, — hear his rendition of what he calls the "Volcano Sono" (or Lava Come Back To Me) and you'll see what I mean. Fred has been with the trio since its inauguration a year ago, and his fifteen years' musical experience is reflected in his playing. He has played with many bands from Vancouver to Montreal, (That's how he kept warm at Goose Bay.) Fred is also a member of the Air Division Orchestra.

Finally the rhythm section — Drummer LAC Max Bacon, another original member, who has beaten skins with a number of RAF bands from England to India. His boundless energy and solid timing provide the ideal background for this hot group. Max acquired his present drum kit here, and keeps up to date with new techniques by hours of practice with radio broadcasts.

Until recently, Betty's place was taken by a terrific, outstanding, superlative accordianist — me. But I had, alas, to retire into obscurity in order to devote more time to writing Flieger articles. Anyway I'm getting too old; people seem to have forgotten the "Black Bottom" . . .



Mercedes 219

Do you want to be able to sneer at Cadillacs? Would you like to be condescending to Chrysler owners? If you, like me, tend to value a car largely on the finish of the workmanship in it, then you can do a lot worse than to buy Mercedes, for so help me, I've seen worse finishes on the outside of Cadillacs and Chryslers than the Mercedes 219 which I tested had on the door posts.

If Mercedes products had no other claims to fame at all, I honestly believe that they would sell on the virtues of the jewellike finish alone—at least to people like myself.

Before you figure I've gone completely overboard for the 219 I hasten to assure my readers (both of them) that there were features to which I took exception and you'll hear about them.

The particular machine I drove was a test car supplied by the factory at Unterturkheim for a couple of days. It came complete with sunshine roof, a magnificent radio, spares kits, lots of assorted extra goodies, including the most comprehensive instruction book I've ever seen.

The timeless Mercedes styling is too well known for it to be necessary for me to try to describe, so I'll spare you that. At risk of repeating myself I'll merely say that at all exterior points the finish was flawless. The doors all closed with the sharp "click" of really good bodywork and the trunk lid yawned adequately to reveal a space not only large, but of a useful boxy shape. For those who want to use every cubic inch, you can even buy custom luggage tailored to fit.

The car interior is fitted in practical, good-looking materials. The floor mats are rugged, contoured rubber jobs, and the upholstery is comfortable and substantial.

The dash is simple glare-free and comparatively easy to read. The instruments are directly in front of the driver, with a row of switches below which are unlabeled, and can prove confusing until you learn their functions. The radio sits in the middle of the dash, and the right side is occupied by a cavernous glove box, which, along with a shelf in front of the driver, provides good casual storage space up front. The whole dash is flanked by separate heating controls for each side of the car and demisting vents for the side windows. Why don't more machines have them? The only really jarring note up front is the presence of a bare metal accelerator pedal which appears incongruous among the almost luxurious other fittings. As a word of warning I would caution you to use the left hand to lock-toe the vent window, which comes down to a very tight closure. In as much as I always do things backwards I twice used my right hand and twice pinched my own fingers. The finest engineering in the world won't protect a man from his own fat-headedness.

In the back seat there is quite adequate leg room, and

an adjustable rear seat which normally gives a more reclining position than most other cars.

All the above points came to light in the two days of relatively normal driving I gave the car, but the highlight of the test from my point of view was the opportunity to wring the car out for a while.

For this I retired to the old 414 dispersal, as I was curious to test the effect of the Mercedes low-pivot swing axle on handling, and I wanted as much room as possible. A happy hour or so was spent deliberately throwing the car into slides and spins on the rain-soaked concrete, and a few definite things came to light. The independent rear suspension definitely helps handling, and in a turn which would lift the inside rear wheel of an ordinary solid axle car off the road, the 219's wheel stayed down longer, delivering the power necessary to come out of the slide, and not wasting it on spinning in the air. Full points for that. The primary weakness of the car for this type of performance was the slow ($4\frac{1}{4}$ turns lock-to-lock) steering which delayed corrective action in a skid. The only other factor in handling which displeased was a slight tendency for the body to wallow from side to side under changes in direction. Both these criticisms, of course, are only valid under the unusual circumstances outlined, and would not be really bothersome under normal driving.

Next I turned to the brakes, curious about whether the little 13" wheels had adequate ventilation for the brakes to resist fade. Again, full marks. A long series of accelerations to speed and panic stops failed to produce any fade or grab, a fact for which the heavily finned drums get full credit.

Only one factor in handling remained to be assessed, as I was unsure how 13" wheels would react to a really bumpy road. This brought the biggest surprise of all, as the Mercedes, at 55 kph, gave me the smoothest ride I've yet had over that collection of potholes that passes for a road along the north side of 414 dispersal. I made no attempt whatsoever to dodge bumps, and yet I could steer with just fingertips.

Under the hood, I found a single overhead camshaft engine of remarkable flexibility in a compartment where everything is accessible.

To sum up, a solidly built family car which should carry you in near luxury for quite a few years. You could do a lot worse.

Technical Data

Engine Size 2195 cc	Turning Circle 36'
Bore 80 cm	Length 15' 3"
Stroke 72,8 cm	Cost \$2375.00
Comp. Ratio 7,6 to 1	
Max Power 92 PS	
at 4800 rpm	



The 26th of May at the Nurburgring was a great day for the English (with the notable exception of the unfortunate owner of the car which burned in the parking lot) as the first ten machines to finish numbered eleven English out of 20 drivers and co-drivers.

The race was held in perfect sunny weather with young Tony Brooks putting his Aston-Martin well out in front of the pack on the first lap, followed by Harry Schell (Ferrari) Peter Collins, (Ferrari) Roy Salvadori (Aston-Martin) and Stirling Moss (Maserati). Moss, wheeling the fantastic 4½ litre monster from Modena, moved into the lead on the ninth lap, having passed 49 cars without being too busy to wave at the crowd. He didn't stay up front long, shedding a wheel on the tenth lap to let Brooks out front again.

Maserati called in Harry Schell to hand over to Fangio, but broken oil tank mounts forced him out after the 16th lap and both the big Maseratis were out, leaving only two 3-litre machines to carry the cause.

In a last try, Godia was called in and Moss took over, lying 12th. Driving on the absolute edge of adhesion and with no time to acknowledge the waves from the crowd, he worked up to 6th position and handed over to Fangio, who passed Salvadori to finish in 5th place.

Despite the brilliance of Moss' driving and the clocklike regularity of the Aston-Martin's progress in the lead, the finest drive of the day was undoubtedly that of Italy's Umberto Maglioli in a works Porsche Spyder who brought his little 1½ litre machine in to 4th place, ahead of a lot of bigger iron, including 3 D-Jaguars, 2 Aston-Martins and assorted Ferraris and Maseratis. Co-driver was Edgar Barth, formerly with the East Zone's AWE team.

So the race ended in the record time of 7 hours 33 minutes, 38.2 seconds, with the Brooks and Cunningham-Reid Aston-Martin first by a good 4 minutes, Collins and

Gendebien second in a Ferrari, and Hawthorn and Trintignant third in another Ferrari.

It was a wonderful race and the things that will stick in my mind for a while are the memory of a tiny Lotus steadily working its way up through a pack of M-B 300 SLs, and the savage rasp of the Jaguars as they charged the grade up to the Karussel — a fantastic noise.

The weekend before saw an even noisier race just up at Hockenheim as the motorcycle fanatics fought it out for 5 races on a wet day. Luckily, the final and main race was held on a fairly damp track as the 500 cc solo machines competed and completely demolished all previous records, set in 1955 by Geoff Duke, who sat this out with a broken shoulder. Right off the bat, last years World's Champion, John Surtees, went into the lead on his MV Augusta but the bike packed in and Liberati, of the Gilera team, went up front, chased by Dickie Dale on the V8 Moto-Guzzi, and by teammate MacIntyre (who was listed on the program as Intyre, Mac). For a few laps Dale closed on the leader but his motor seemed to lose its edge and he began to lose ground at about 6 seconds per lap. In the meantime MacIntyre came up breaking and re-breaking the lap record of 199.8 km, and finally lapped at over 208 kms. The crowd favourite German Walter Zeller, on a factory BMW, got a tremendous ovation at every lap and when he passed Dale into third place the former champion was the hero of the day as far as most of the spectators were concerned.

The flying MacIntyre came within one length of taking Liberati, and the 4 cylinder Gileras finished one-two, with both averaging over 200 kms for the whole race. The previous race record was just over 192 kms, set by Duke in 1955. These boys are fast.

The only racing I know of for the near future will be Le Mans, 22—23 June and the Eifelrennen at the Nurburgring for sports cars and motorbikes on the 30th June. The Dutch Grand Prix was cancelled.

Referring back to last month's column, I mentioned ISCC club races to be held on June first. On very short notice, this date had to be changed to May 12th and contrary to my prediction, one local member did have a bash.

Doug Fraser entered his MG Magnette and by his own testimony, got left so far behind he didn't even get to see the winners having a good dice. He says it was still good fun and experience, and that it will give him something to lie about for the rest of his life. I don't doubt it.

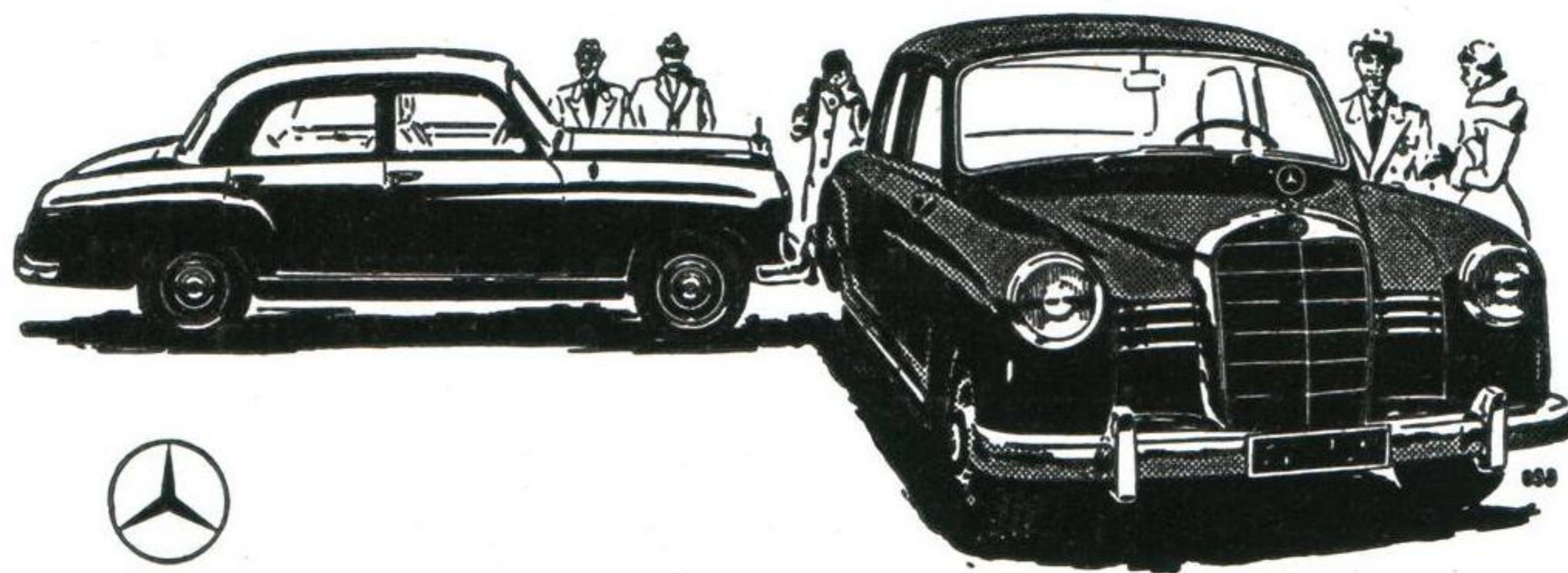
One last tip — watch out for another ISCC rally in June. I'll see you there.

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MERCEDES-BENZ

"Taking a Holiday"

by F/C H. Colbourne

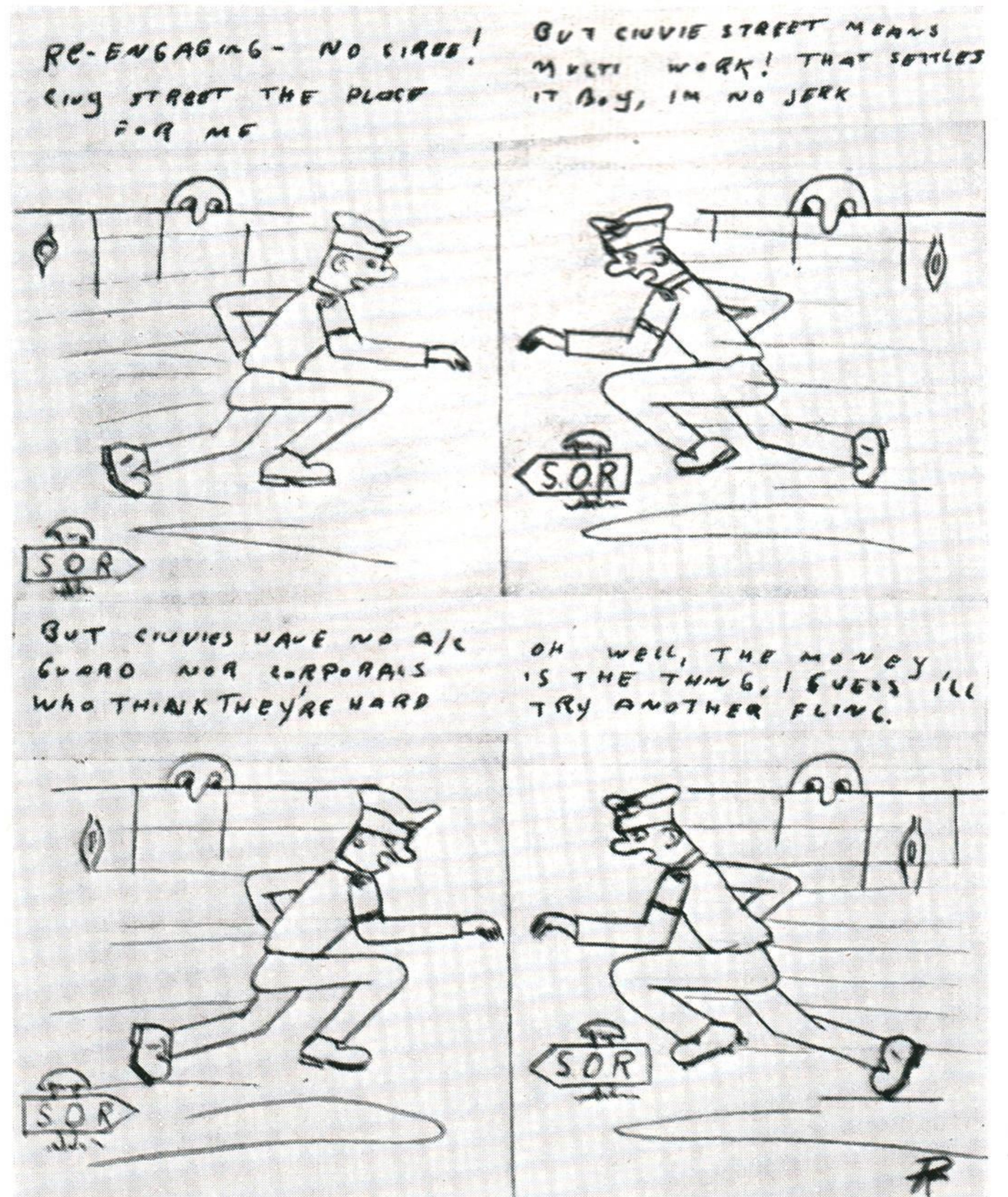
As June comes in with its beckoning out of doors activities and inertia, many of us are apt to be out and away whenever the opportunity presents itself. Of course everyone enjoys a holiday once in a while. However, it seems to be a disconcerting habit of life to throw us back again; back from the height of pleasure, enjoyment and relaxation to the plains of everyday, ordinary activities. A good reason surely for learning the art of relaxation, for unless we come back from the holiday refreshed, our batteries recharged, and strengthened morally for the burdens we have to carry, then our holiday has not been well spent.

How are we to make the best use of our holiday time? By all means make it enjoyable. There are many ways and means of doing this and the decision as to how this can best be done will often have to be made by the individual. However even though we go in different directions and enjoy different things, there are certain things that all of us can have in common. Paul, in writing to the Galatians says, "Don't get tired of doing the finer things." Not even during time off for the holiday should we forget God or our duty to him.

Yet, — how many of us in our holidaying, touring and sightseeing are apt to forget God and so many of the finer things of life, even though there are so many things to remind us of His majesty and power and what has come to us from Him. We cannot cease to be members of the church when we are scattered here and there in our different occupations and different holidaying activities. It is important therefore that we find time to worship God wherever we are, for unless we do that we will find our spiritual lives decaying.

It may not always be possible to attend a church service while on a holiday, and even though the Blue Sky Cathedral can be no real substitute for the Church, much benefit can be derived from meditating and worshipping God surrounded by the beauties of Nature Christ Himself, no doubt enjoyed the journeys to the mountains and loved to linger by the lake shore and often retired to solitary places to pray. But wherever Christ happened to be, it always seemed to be a priority for him to worship and have communion with God. Not only as He regularly attended the Synagogue on the Sabbath, but while he was on the lake or the hillside. So it should ever be with us. It is only through linking God with our commonplace tasks and associating Him with every aspect of our different activities that we can be made aware and reminded of the available power from Him. Life for many of us today is not an easy thing, it often takes a heavy toll. As a result too many of us are going all out until we find ourselves all in, whereas we should be more aware that communion with God can bring us a sense of his strengthening presence, and that with Him there is power that can be found through no other source; power that will enable us "to mount up with wings as eagles, to run and not be weary, to walk and not faint."

During our holiday, let us not think of God as we do of so many things that we have decided to leave at home. Learning to practise God's presence wherever we are can do so much to calm our fevered spirits, help relax us physically, and give us strength and courage to face our duties and responsibilities anew.



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One of the highlights in the R.C. Chapel activities in recent weeks was a confirmation ceremony presided by a newly consecrated African bishop, His Excellency Bernard Gantin, bishop of Cotonou-Togo, Fr. West Africa. His Excellency is seen here with a group of children who turned out to greet him at a parish gathering held in the mixed lounge after the ceremony in the Chapel.

Soellingen Sally Reports

The article that was originally censored for this month is about to be printed. And so the wheels of the press grind on to bring the latest from the Frill Corner.

Things are looking up — or should I use the term faces are looking up — with the terrific turn-over in personnel you have to look directly at who You're saying hello to these days — you can no longer place the voice. The welcome mat this month goes out for LAW's Jan McDonald and Marie Berube (ClkTyps) from Stn Rockcliffe. From Stn Foymount we have LAW's Rose Wickens (MedA) and Ina Loohuzen (FtrCop), and Barbara Patterson (MetO) from Stn Trenton. Also CPL's Lorrie Harden (SupTech) from Stn Aylmer and Jean Steele (ClkAcct) from Stn Summerside. Hope you all enjoy your tour here in the banana belt.

The new touch to entertainment in May was in the form of a Wiener Roast held on the Rhine on 24 May. Committee members from the airwomen's lounge and the airmen's wets put their heads to-gether for the occasion and came up with a terrific, ententaining program that made for a rousing evening. During the course of the evening presentations were made to CPL's Lonnie Lonsdale and Mary Ball and LAW's BJ Lunstrom and Danny Dandrige who sailed for Canada on Jun 4th. All the best to the troops and don't forget to drop a line.

A shower was held in the Airwomen's lounge Mon 27th May for CPL Nora Hanlon who will be saying "I Do" on 2 June. A busy evening was spent making a Scrap Book of the Future for Nora. After the opening of her many lovely gifts lunch and coffee were served.

The Social event for the month of May which was mentioned only slightly in last month's issue was the visit of Mrs Slemon & Mrs Godwin, wives of the visiting dignitaries. They were accom-

panied by Mrs Christmas. The lounge was running close competition with the famed Keukenhof Gardens with it's beautiful array of tulips. Candlelight and soft music were the setting during the serviing of coffee and cakes. The morning was thoroughly enjoyed by all, with many tours and trips being brought to light for the benefit of the guests who proved to be avid listeners. Movies were taken throughout the occasion and as the visitors were departing, a typical German farewell was given with many hands waving Auf Wiedersehen at the doorway.

A word of welcome to the summer employment (better known as the summer enjoyment) personnel that have arrived. F/C Flo Cerezke Pers/Adm — F/C Pat Duke Sup — F/C Joan Cannon Per/FdSv. Although your stay here will be short we are assured that you are in for what is known as a "Prima" summer and fall will come much too soon for you.





W/C Allen



S/L Ritch



S/L Liggett

A Short History of 414 Sqn

by F/O G Fenton

414 originally came into being on 13 Aug 41, at Croydon, England. It was to be the second RCAF Army Cooperation sqn formed and under the command of W/C DM Smith, now AVM Smith with CJS in London, England. The sqn was equipped with Tomahawk and Lysander aircraft and spent the first eleven months training for its future role.

Early in June 42, 414 was re-equipped with Mustangs with which the first operation was flown in late June. In September, 414 began flying "Populars" (photo reconnaissance) and "Rhubarbs" (ground attacks) and by the end of the year had claimed numerous locomotives and ground targets.

1943 saw 414 continuing the "rhubarbs" and "populars" and also taking part as fighter cover for anti-submarine forces in the "Battle of the Bay". 1943 also brought the moves from base to base in England a practice retained throughout the war.

April 1944 found the sqn in Odiham where photo reconnaissance flights were began in earnest. At the end of May the sqn assisted in blinding the enemy radar as the last essential step before D-Day. During D-Day 414 sqn pilots were acting as spotters for the Naval Bombardment of the coastal defences.

On Aug 15, after being converted to spitfire 9s, the sqn moved to France, where it began flying "contact reconnaissance" with the Army. During the next eight months of the war, 414 continued to follow the Army through Europe until operations came to an end at Soltau with the surrender in north-western Germany.

On VE day, 414 moved to Luneberg where on 7 Aug 45 it was disbanded. During the four years of its existence sixteen DFCs, two Bars and three Mentions in Dispatches had been awarded to the sqn and its primary role of photo and tactical reconnaissance won much praise from the Army unit with which the sqn operated.

414 was re-activated on 2 Nov 52 under the command of F/L WG Paisley at RCAF Stn Baggotville, Que. Incidentally G/C BE Christmas was CO of the station at that time. S/L FJ Allan who was to be the first post war OC was at the time attending the Day Fighter Leaders School in England. The first nine pilots arrived on the 11 Nov and were followed shortly by a steady flow of pilots, ground crew and aircraft until the sqn was fully operational.

During the short ten months that were spent in Bagotville the sqn proved themselves to be a very capable unit on the ground as well as in the air. The month prior to Sep 53, saw the sqn busying themselves in preparation for the long hop across the Atlantic to 4 (F) Wing. After a large send off ceremony at Ottawa the sqn took off for Germany and arrived in Baden/Soellingen on the 4 Sep 53.

W/C Allan, the sqn OC took over the position of CopsO at 4 Wing on 1 Dec while F/L Ken Lewis was appointed acting OC until the arrival of S/L JR Ritch on the 16 May 54.

March saw the sqn re-equipped with new Mk 5s and the Sabre 4s being ferried to the RAF in England.

The first "Operation Weaponfire" to Rabat was commenced in Jun 54 and the sqn average on this operation beat all previous scores. Other records which fell by the wayside were the high individual average and high single score. Because of the good showing at Rabat 414 sqn was assigned "Operation Keystone" which consisted of a trip to Elevis, Greece via Rome, Italy. This operation was enjoyed immensely by all concerned and thought a fitting reward for a job well done.

"Operation Weaponfire II & III" in Dec 54 and May 55 provided two more enjoyable trips to Morocco for the sqn, both times a creditable effort being shown.

The next big exercise was "Carte Blanche" in Jun 55 which involved all of the NATO air forces in Europe. It proved to be a rather exhausting eight days but very interesting as 414s "claims greatly outweighed their losses".

During June 1955 F/L Jack Seaman joined the sqn and later took over the position of Flight Commander of "A" Flight. This is interesting in the fact that during 1944 he held the position of Flight Commander of "A" Flight on 414 sqn with the rank of Flight Lieutenant.

The next major change occurred on 10 May 56 when F/L WJ Stacey assumed command of the sqn with S/L JR Ritch moving to No. 1 Air Division in Metz.

Four days later S/L LJ Liggett arrived from Marville to take over command of the sqn in time for "Operation Weaponfire IV" which commenced on 16 May 56. This operation proved the most successful to date as 414 sqn established a new Trophy Shoot record. At the time of this writing the record still remains unbeaten.

The sqn arrived back at 4 Wing on 6 Jun 56 for a small stay before deploying to Damblain, France on "Exercise Skylark". The exercise which included living under canvas proved highly successful and the sqn returned to 4 Wing on 27 Aug 56.

In Nov 56, F/O RL Mortimer became the first 414 pilot to achieve 1000 hours on the Sabre while F/O ID Walker duplicated this feat in May 57.

414 Sabre Sqn history is soon to be brought to a close as the sqn is being demobilized in Jul to be reformed in Canada as a CF-100 All Weather Interceptor Sqn.

During the four war years and five post war years, 414 has proven itself as a highly efficient unit second to none, and it is hoped in the years to come as in the past, 414 will always be remembered as

"The Squadron".



Touring our Flugplatz



Flashes from Training Flight

by LAC Jackson.

First this month Sgt. Patrick once more took the control column of the ground-crew, trying hard to keep the boys in line. Having a better success than the last time he exclaimed: "No wonder Sgts. get gray hairs."

During the latter part of last month the future "Frau" of LAC Dick Lasouski arrived from Canada. Dick and Frances took the long walk to the altar on the 1st of June. We wish to extend to them profound peace and happiness in their new venture in life.

Our "Moonlight Gambler" (Jack Ball) came back from leave, and claimed: "The only trouble I had with my Hillman is that they would not let me through the gate as I did not have a "Safety sticker", otherwise leave was very good. Well, we are glad to see you back to work Jack.

On the 22nd of last month at 18:00 hr. Training Flight were opening their fastball season by playing against the A.F.P. Although it was rather chilly to play that night they came up with a victory by defeating the A.F.P.'s 20 to 11.

Taking a glimpse over Flight Simulator we seem to have a little "gen" from the boys. While they were having a conversation which turned out to be a little overheated a certain Cpl. claimed: "Next car that I'll buy will last me ten years". Well! good luck Cpl. Jonassen.

At the writing of this article we did not get any answer from the Fire Hall after being challenged for a game of horseshoe. We hope that they will not have to be re-challenged to show up for that game. How about it fellas??

Overheard in the section

Al MacKinney; "Hey! Cpl. Jones my speedometer is u/s on my "put-put" do you know anything about it???"

Vansickle: "No sweat! Boy if there is room to park a bicycle, I'll park my Taunus".

Well! I guess there are no more news, So see you next month folks.

To satisfy the many queries regarding the different types of a/c that visit the Training Flight, we have decided to run a series of pictures giving a little gen. on the a/c concerned.

This month's picture is of the R.A.F. Canberra which has paid us a few visits. This a/c is used as a medium bomber. The American version of the Canberra used in the USAF and called by them the B57 is mostly used for Photo Recon.

So until next month along with the news we will have another picture, bye for now.

Smoke House News

by Sgt. H.O. Miller

Well folks, the time has rolled around once more, apparently, for us to try and gather up all the little ends of news from the fellows in the Fire Section and pass it on to the readers of the Flieger.

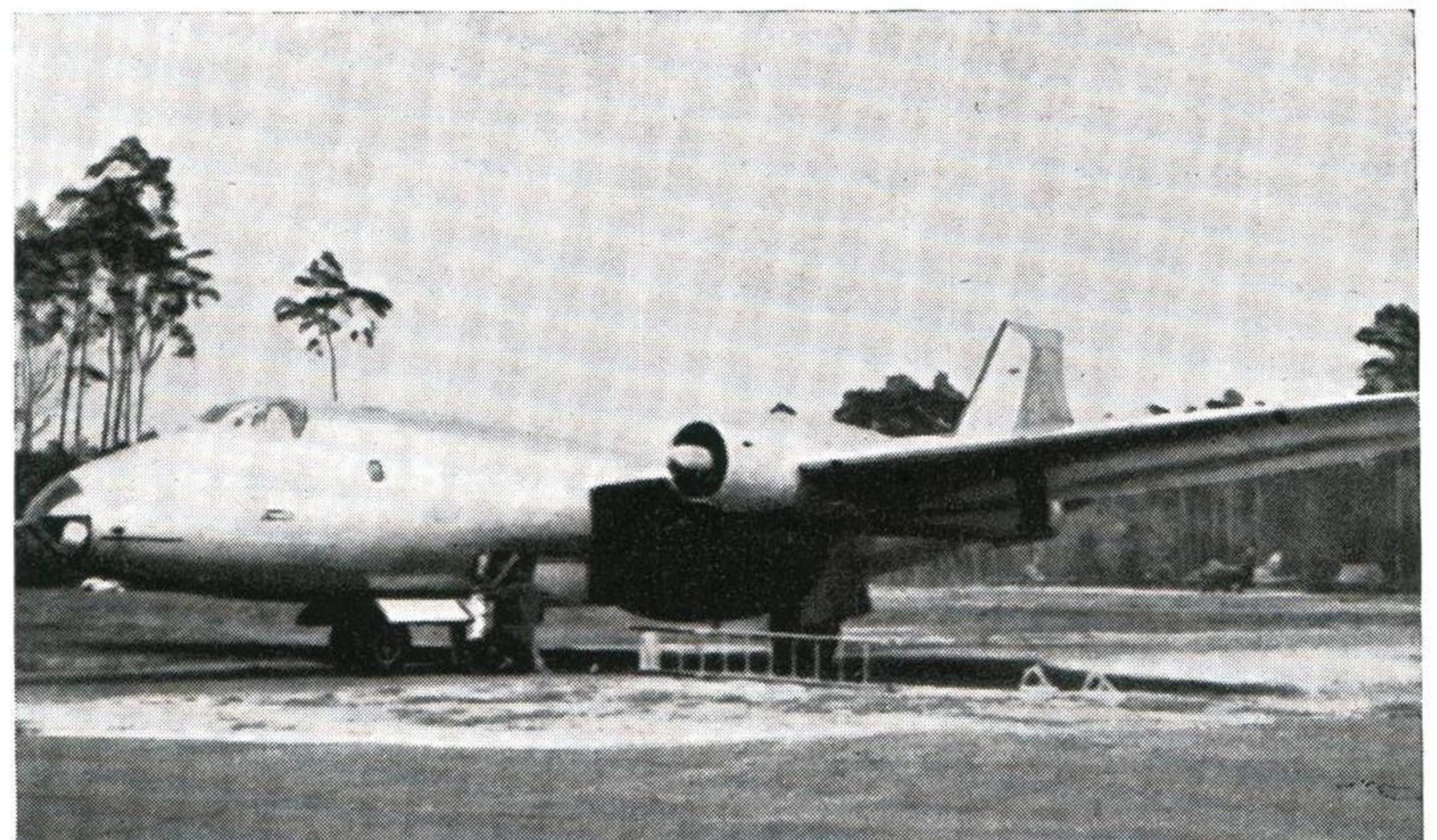
Reporting from our end this spring and summer seems to mainly consist of new Fire Fighters being posted in and the majority of the old familiar faces being transferred back to Canada. Among some of the well known fellows returning is Sgt. Donald Teed, who is leaving us shortly to take up residence in Goose Bay. Another one of the chaps returning along with Sgt. Teed, is Cpl. "Percy" Purcell, who is on his way to Station Chatham. The both these fellows we bid our truest Bon Voyage.

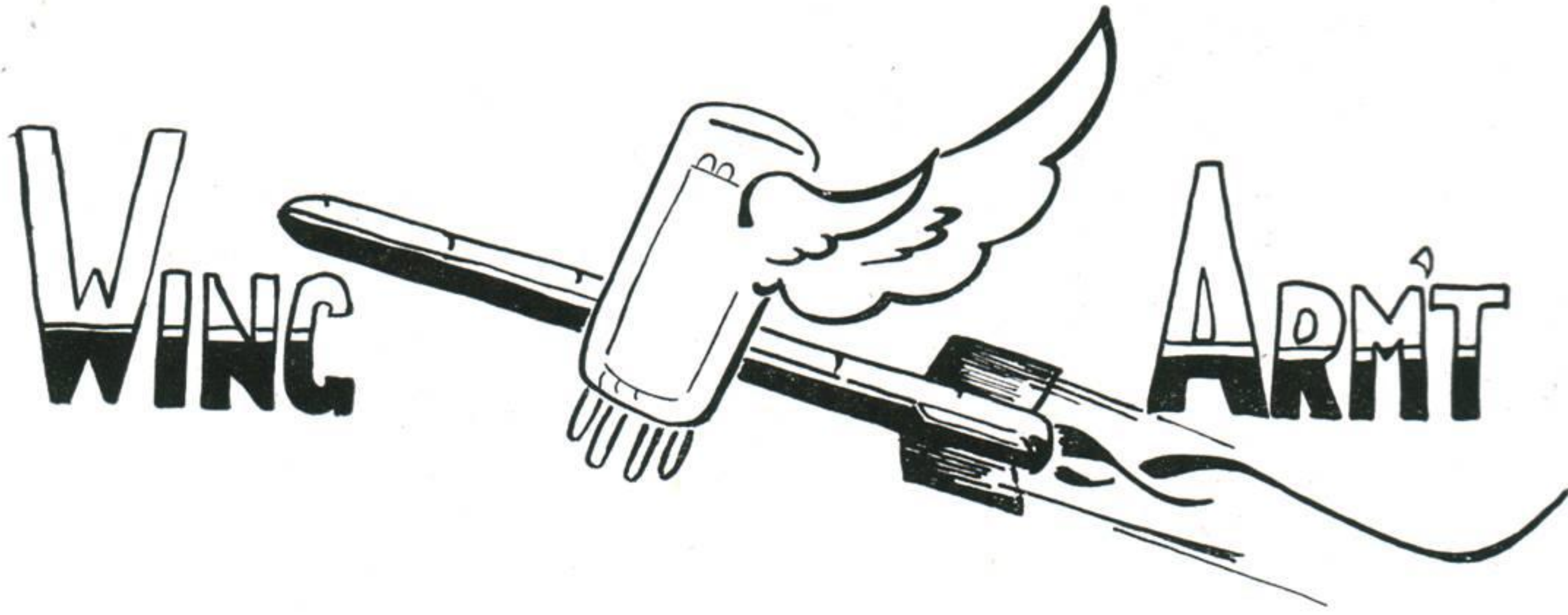
On the brighter side, we have Cpl. Thompson posted in from Station Claresholm. Also there is LAC Jones who comes to us fresh from Rivers Manitoba and never let it be said we have forgotten LAC's Hayse and Carmichael, both from Lincoln Park in Calgary. Seems to me, the Western Stations are losing a few good men to our advantage. Anyway, we extend our very best wishes to all these chaps and sincerely hope they like this Station as well as the rest of us do.

A highly successful Section party was held in Rastatt to bid farewell to our returning compatriots, Sgt. Teed and Cpl. Purcell. This party served a dual purpose actually, as we all brought our wives, thus enabling them to meet each other at one big get to-gether. Most of the new fellows have their wives with them and are already settled down in the local towns, so all seems to be going well.

On the sports angle we have both Ron Renaud and Dan Kavanaugh out on the old diamond, making like real professional ball players. Both these fellows seem to be adept pitchers and are doing justice to the game. However, as regards the back fence chit-chat, the liniment seems to be taking more of a beating than the opposition.

For this month I think that I had better sign off, so until next issue the very best to all and do enjoy your leave periods.





by "Al" Wilson

As the sun sinks slowly in the WEST and the train pulls gingerly out of old Baden-Oos we hear in the distance this lonesome outcry, "Off Veenerschnitzle" — another load of the Armament clan has left for the "Land of the Big P. X."

Included in the crew who will be leaving or have left this month are; S/L Zwicker to Cold Lake, WO2 Salter to Camp Borden (oh my aching "head bone"), F/S Bateman to North Bay (Tourist), Cpl "Ross" Galbraith to 6 RD, LAC "Big Dave" Allen to Cold Lake, "Rog" Lavoie to Bagotville, "Combat" MacIssac to Sea Island, Ashford and Anderson — destinations unknown at time of writing, and last but not least the LARGEST movement of all — "Hal" Card to "Little England" (W/Maint). We, the remaining few, offer our most hearty wishes to the departing lads hoping that they have little difficulty in again speaking the language.

As the fond memories of the old timers fade slowly from our minds we take time out to wish all the new members to the section Miss "Vi" Berube from Rockcliffe relieving "DAD" Card in the orderly room (one maid amongst all the MEN); LAC Ken Madiuk, a well known systems type from Cold Lake; and LAC Martin, a M & W Tech from Greenwood a very enjoyable stay on "der Flugplatz".

Dragged from a flaming auto, losing some of his dignity in the process, "The Lad from Digby," Jack Ashford, found that sitting could be quite painful even though the nursing sister had him well taped!

Just a-walking in the rain according to "Andy" Anderson is a wonderful way to lose his excess baggage. Does anybody want to buy a big Desoto?

More wheels have been added to the section; a Mercedes for LAC Depatie and a Lincoln for LAC Leblanc. "GUT FAHRT", fellows!

In closing we all wish LAC "Ken" Davis a speedy recovery from his throat ailment. (Which was brought on by the weather no doubt?)

Ce Section News

Considering the effort it requires to get and keep this pen moving, the outcome is not surprising.

"Baby Beef Or Weiners?" We finished up with both, but it was a good job the drinks didn't require cooking. Generally voted an unqualified success, our first barbecue of the year, in spite of the reluctant fuel, was a night to remember. At least the birds could sing. Don't think another session like that would go amiss: that is before the mosquitoes get too active.

The racing world seems to have won another convert. Claims he steamed that "Caddy" around the Nurburg-ring. It is doubtful if Moss has too much to worry about.

The entertainment committee will have announced the date and place for the "Big Do". Two significant members of our small team are returning home. They will both be away before the July Issue of the Flieger and so to F/L Hemming our highly respected and popular CEO, and Cpl Z Miller, long suffering and efficient WD we say Bon Voyage, a Happy Landing, and be sure you will be missed.



Mug presentation — CPL Bullerwell, LAC Fournier, FS Codin, Sgt Pigeon, CPL Campbell, CPL Carrigan

Parable of 4 (F) Wing

re Padre's Conference

FM CNAIRDIV

to 4 FWG Baden Soellingen

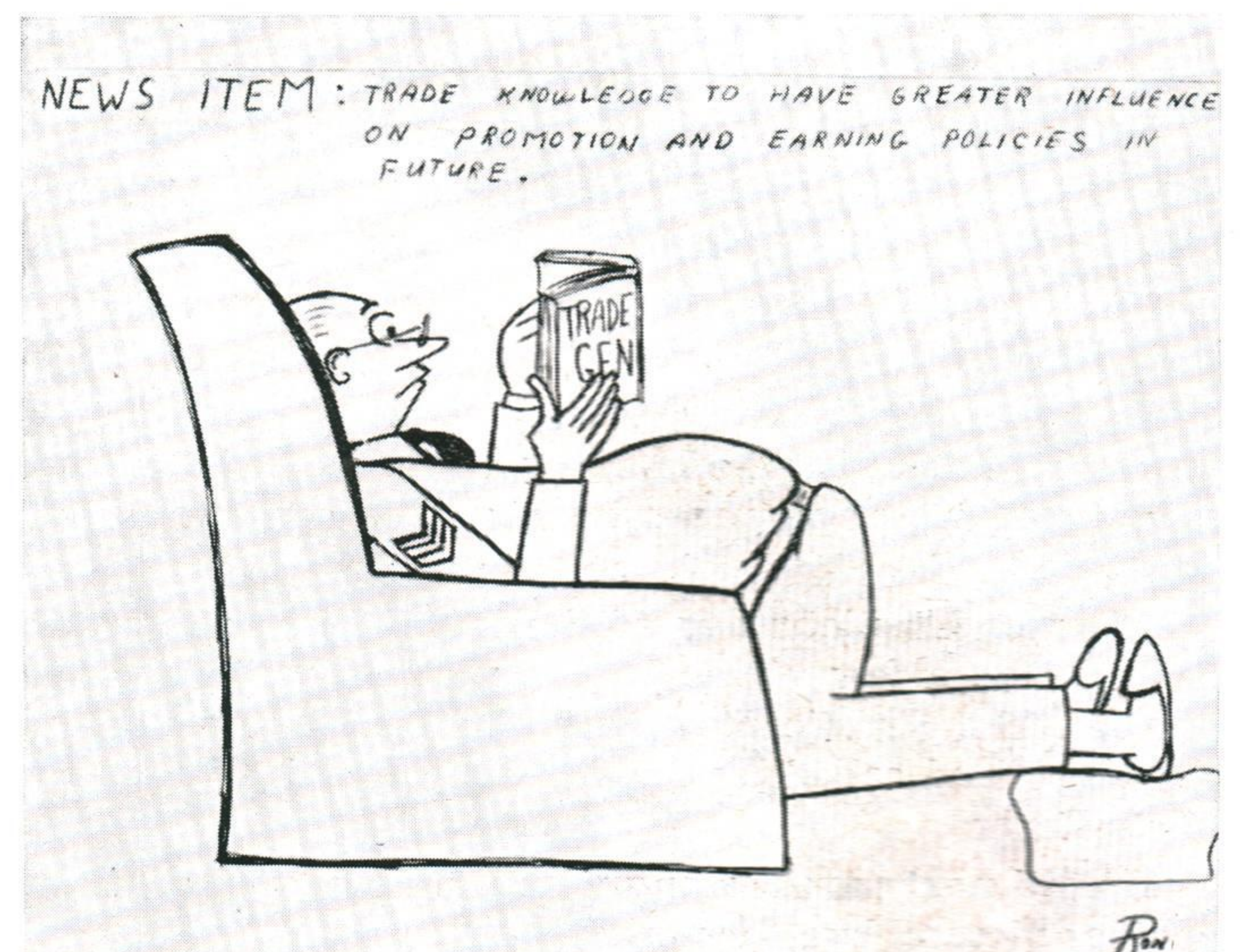
Your PA365 10 May authority granted to Provide R and Q without charge in that RCAF were provided reciprocal benefits in previous years PD moreover presuming luke ten verse four applies see no option to carrying out luke ten verse seven.

Luke 4

CARRY NEITHER PURSE, NOR SCRIP, NOR SHOES:
AND SALUTE NO MAN BY THE WAY.

Luke 7

AND IN THE SAME HOUSE REMAIN, EATING AND DRINKING SUCH THINGS AS THEY GIVE: FOR THE LABOURER IS WORTHY OF HIS HIRE. GO NOT FROM HOUSE TO HOUSE.



422



Sqn

by F/O H Jacobs

Starting off the past 4 weeks of Tomahawk Terrace news items was a gala party held early in May for an honorary member of the squadron in the person of Col. Hall U. S. A. F. The Colonel, a friend from Rabat days dropped in for a short visit and was entertained both locally and at Landhaus Fuchs. The expedition to the chosen site was somewhat longer than is usually the case as many hitherto unknown roads and back streets were ventured upon in attempts to arrive there. After several hours of daredevil driving we arrived at our chosen place and the festivities began. The pilots and wives took turns in the joke department but the prize story of the evening was told by reliable F/L Slim Lalonde who gave the gathering the Alphabet of better living.

Returning from leave in Spain during the month were F/O's Con Platz and Wally Gwozd. So exciting were their stories about the place that a few days later F/O Danny Danford was off to see the sights — and we have it first hand from Toreador Dan that the 5th bull is always the toughest.

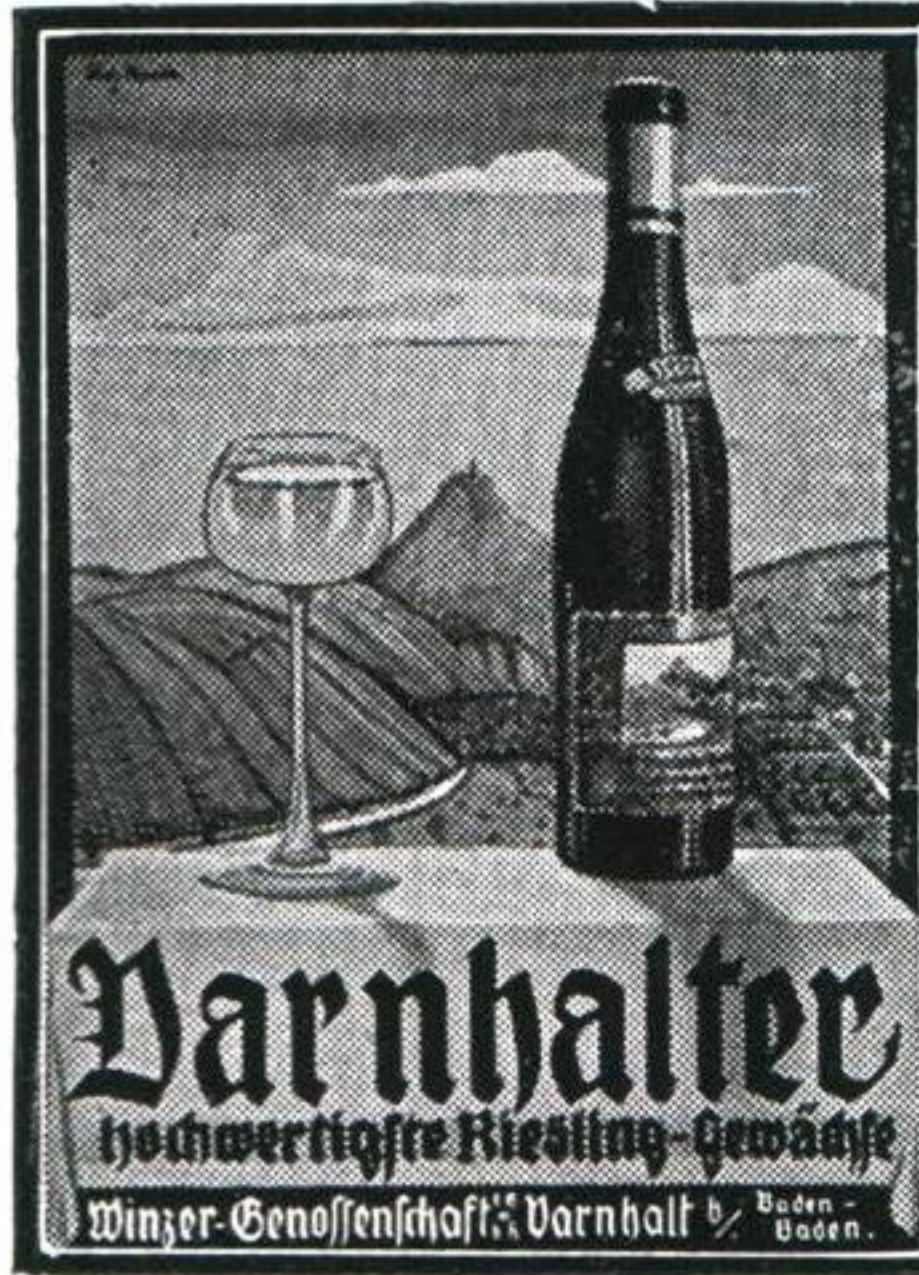
Newest "Newie" on the squadron is F/O Tom Jordsvar who arrived by way of the pipeline. Tom found it necessary to leave the Frau at home for a time but she too should be arriving shortly. In the meantime Tom is "batching it" under the strict supervision of F/O Nick Kunitski. Welcome aboard Tom.

On May 31st a progressive (that's what they call it) party was held for all squadron wives who will be leaving this year. Suitably engraved gifts were presented at that time and word has it that the do was an outstanding success.

As this is the last issue that a number of the boys will read while still on squadron strength we would like to take this opportunity of saying a reluctant farewell to F/L Slim Lalonde and F/O's Bob Jordan, Ken McCrimmon, Johnny Mulhall, Doug Creighton, Johnny Robinson, Gerry MacDougall, Myron Filyk, Wally Gwozd and Con Platz. To comment on all these singly would take more room than this publication allows, so to the pilots and wives concerned it's a fond farewell and let's hope that we'll see you at the reunion.

Just prior to sign off we send sincere congratulations to F/O Dave Walker of 414 Sqn on his recent achievement of 1000 Sabre hours.

That's it for this month, we'll see you in the July issue.



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Krankenhaus Knews

by Cpl Barnard

The writer has just lately returned from a month-long safari through Spain and is feeling somewhat used up (no porters, you know). I had barely wriggled out of my bush clothes and into some clean TW's when some helpful soul screamed that it was nearly deadline time for Flieger contributions. So I had to forget my plan for restoring the tired old tissue and race about the premises seeking news of hospital doings.

After questioning several wise old MedA's, I gathered that nothing really newsworthy had happened in my absence. There had been another section party; there is always a section party to write about, thank goodness. There were multi reasons for this one. Firstly, the imminent departure of the SMO and F/L W.A. Walker, the former to begin two years of postgraduate work in surgery at Victoria Hospital, Halifax and Doctor Walker to intern in paediatrics at Ottawa General before going into private practice. Then we are soon to lose Sgt Tony Lee, who has about reached retirement age and is returning to life on the West Coast. Sgt Joe Mitchell and LAC Phil Elphick are soon due for transfer to Canada and since the party, Nurses Margaret Mercer and Jessie MacCarthy have already left. Your correspondent was unable to attend this soiree, being somewhere between Madrid and Malaga at the time, but the survivors agree that the fun came in large bunches. Further news is that doctors Kenneth and Edith Collins of our staff are the proud parents of their firstborn, a baby daughter named Felicity Anne, born in the Wing Infirmary on 25th May. Normally, here is where I'd have to wind up this column for lack of news, but I doggedly hung onto the manuscript beyond deadline time in order to describe something I knew was going to happen on June 1st. On that evening, Nora Hanlon of the hospital staff was married to LAC Joe Richard of 414 SQn in the RC Chapel. Someone had decorated the church most beautifully with roses and peonies, and at about 7.30 p. m. Nora came down the aisle on the arm of Sgt Tony Lee, who was giving her in marriage, and preceded by LAW Bernie Taphorn, the maid of honour. Being no better than the average male at describing feminine clothes, I can only say that the bride was dressed in something white, full length and very becoming and she carried some superb dark red roses. The wedding ceremony itself was followed by the impressive Mass for Marriage and while the register was being signed LAW's Lee and Therrien sang to an organ accompaniment by LAW Marlene Ecklin. The reception was held in the Mixed Lounge which had been decorated, as usual on these occasions, by Cpl Flo Brucker. To digress a moment. Has anyone ever paid proper tribute, in print, to Flo for her really wonderful efforts at unit weddings, dances and showers, etc.? Besides the good taste displayed in the decorations, one could imagine with what devoted fury she drove herself and her faithful slaves to put them all in place. Charlie had mixed a punch that was not of this world; silky smooth to the taste but quietly lethal in effect. A few more of these, I thought, as I nibbled at my third potion, and you'll be punch-drunk, Barney! In reply

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to the pleasantly worded toast offered by Sgt Jack McCaig, Joe Richard gave a little speech of thanks. Here I should like to voice a strong objection to this cruel practice of forcing the poor brigderoom to leave cover and address the multitude. Even from my seat some twenty feet away I could see the beads of blood on that pale forehead as he faced the Moment of Truth. Just about then, however, a small group began playing music that meshed very nicely, and everyone danced. Later, there was food, the happy couple left for a Bavarian honeymoon and the crowd melted away, leaving the hall to a handful of bachelor diehards who stayed to drink the dregs.

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Wing Maintenance News

by Cpl. Melanson

At long last we are on the beam again. Yours truly has been away on a small holiday, touring France and Wales with the local sharpshooters.

The social event of the season brought out many couples to the Gast Haus Zum Ochsen in Kuppenheim where a gala party was held on Friday May 10. From the champagne seen on many of the tables I guess there were a lot of people having private celebrations. The highlights of the evening were the spot dances for which three lucky couples were given prizes.

Congratulations go out to the entertainment committee for a splendid job.

The spot dance for married couples certainly was just the thing to get "I can't dance" types out onto the floor. The prize for this hard-fought dance went to newlyweds Mr. and Mrs. B. Tucker. Congratulations.

A new arrival in the hangar is Cpl. Jim Henshaw from the supply section. Jim has joined us in order to take over the tool crib, and we hope he will enjoy his term with us.

Cpl. Bill McClevey is finally leaving us for the land of the round doorknobs. After all the wild tales related to him by LAC Baron, his reactions to said place should be quite interesting. Regardless, we sincerely hope Bill and his family enjoy their new home.

Cpls Gilroy and Stevens are leaving shortly for three week course. It seems some people have all the luck.

LAC Joe Richard is slated to set out on the seas of matrimony this month. We extend our most heartfelt congratulations to Joe and his Bride.

The softball season has finally gotten underway, and Wing Maint. is holding its own very well indeed. It seems our infield looks more like a football squad. Anyone willing to give a cent a pound will find me willing to accept, but all kidding aside, the weight doesn't mean a thing. Why not come out and watch your team in action. They could really use your support. We'll see you at the ball games.

P. S. What happened to the chap in the tire bay? Lawn mower hit ya???

Editor's note: We would like to give a certain bit of belated recognition to the two members of the ground crew from Wing Maintenance who were overlooked in the last issue in the congratulations handed out for the success of the 4 ATAF shoot. Their names are Cpl. Melanson und LAC Henderson. We are sure they worked just as hard as others mentioned in bringing about the success of the shoot.

444 Pilot's Father Receives Commonwealth Appointment

The former high commissioner to South Africa, and father of F/O Gill of 444 Squadron, Mr. Evan Gill, has been appointed high commissioner to the newest member of the commonwealth, Ghana.

The appointment was announced by Prime Minister St. Laurent, who spoke of Ghana as a beacon to the hundreds of thousands of Africans who are seeking self-rule.

Mr. Gill took up his duties in South Africa four years ago. He has been a member of the external affairs department since 1950 when he became Canadian representative on the working staff of the NATO military production and supply board.



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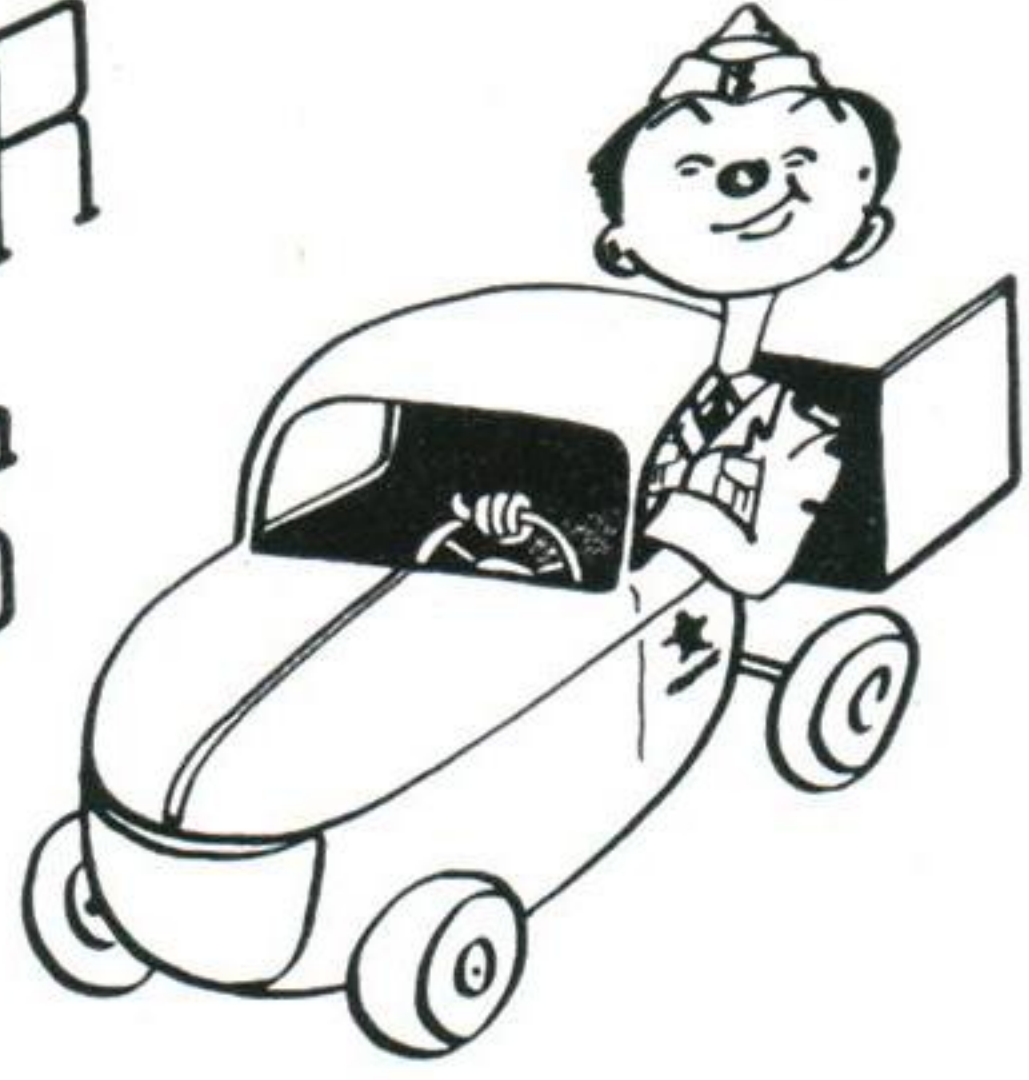


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FENDER BENDERS



by NEWF.

Oh, my aching arm. — What with all the ME Types who are leaving for "God's Country", a fellow could get his arm tired. This time seven of our fellows are taking the Atlantic Special for the "Fair Land Across The Sea". LAC Myers complete with Volkswagen goes to Namao; LAC Paquet to 10 RD Calgary; LAC La Rose to Rockliff; LAC Fallas to PRC Lachine for onward transfer to Civie Street; LAC Gagnon to Rivers; (hoping for a change) LAC "Kipper" Jones to Goose Bay and LAC "Buzz" Coleiro to Namao (a small delay enroute in order to get married in the States).

To help fill the gap in our ranks we have taken on strength the following personnel. LAC Clements from Namao; LAC Hetzel from Whitehorse; LAC Wells from Greenwood; LAC Rutan from 6 RD and LAC Ricketts from Whitehorse. Welcome fellows.

See that ME Ball Team go, to date they are battering 1000. 422 Sqdn was overrun by a score of 17—7 and 444 Sqdn went down to defeat by a score of 15—11. Keep up the good work fellows, you are doing us proud.

Seems as how people call on the ME Section to do all types of jobs. At the present time we are under contract for a couple of ball diamonds in the PMQ area. Interested personnel may obtain sub-contracts by phoning 270 and asking for Constructor Super, WO II Wright.

It's in the wind for an ME Party at Buehlertal on the 31 May 57. Too bad it will clash with the Station Dance but there are so many of our types going home on the fourth of June, that no other date will do. Sure hope we have our usual bang up time.

The Bowling Dinner is now a thing of the past and the ME Monarchs have compared their trophies with Tech Services Crests. Still no gold plated ash trays (what's the hang-up Chiefie?).

Congrats to 4 Wing No. 1 Skeet Team who won the Air Div. Skeet shoot on 25—26 June. This shoot was held at 4 (F) Wing and proved a big success (even if only No. 2 and No. 4 Wings are interested). Even with all the wind was some excellent shooting.

4 Wing also played hosts to an American team from the Karlsruhe Rod & Gun Club. They didn't win high team but one of their members showed us the finer points of shooting by a score of 148 out of a possible 150.

Two of our fellows have taken the fatal step. Cpl. Wells was married on the 18th of May and LAC McNair tied it up on the 25th May. Congratulations fellows, hope you like the extra money.

The line up of the month was not for pay parade but at the ME Section the morning after the car checks finished. Sure was a pathetic sight. Oh well, some people never learn.

Still having an overload of P. M. C. accidents, guess everyone isn't driving safely. The Traffic Board is rough, don't give them a chance to get rough with you.

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414 Sqn News

by F/O G Fenton

This last month has brought 414 Sqn just a little closer to the end of the Sabre era. On 22nd of May we gathered together at the mess to say so long to F/L Little, F/Os Morrison, Durrant, McMurray, and Bernstein. We would like to take this opportunity to wish the boys all the best of luck on their return to Canada and a lot of us hope to be seeing you soon.

The next week, on May 29th, we held another stag party to say goodbye to F/O Chuck Paine. On Jun 1st, Chuck joined the free loaders and chopped the fast thinning ranks of the single men by one more. Seriously though, we wish Chuck and his Bride loads of happiness.

This month also saw the return of F/O Jake Newlove. Jake has recently returned from 3 months of hard work on a PAI course in Canada. Welcome home, Jake.

Last but not least our congratulations to F/O Dave Walker. Dave was the main attraction in a small but lively parade following the completion of his 1000th Sabre hour. Dave is the second 414 pilot to achieve this mark. Nice flying, Dave.

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414 (F) Sqn

Ground Crew News

by LAC B. Webber

Jim Folk was passing out cigars last month. Seems he has a female addition to his family. Congrats, Jim.

We have one new arrival lately in the name of Mac-Quarrie, Cpl, airman for the use of, from Chatham.

In the departure column we have WO2 Sherman to 13XD Angus, Sgt Youker and LAC White to Trenton, Sgt Adams and LAC Gingras to Cold Lake, Cpl Prouse to Claesholm, LAC Kellett to Chatham, and LAC Stusick to Moose Jaw. On the station transfer list we say good bye to LACs Ferrier, Tillner & Bostick who have gone to Little Kipperland.

The 15th & 22nd May brought about tours of the Daimler-Benz car factory in Stuttgart for quite a few of the squadron members and these trips proved quite interesting.

On the 4th May a squadron party took place in the Gasthaus Adler in Buhlertal. A fine time was had by all and the following poem (? poem) is a good description.

People grasping
Cocktail glasses
Stand in gasping
Teeming masses.
People smoking,
People drinking,
Coughing, choking,
Getting stinking,
Some discreetly
Boiled or Fried;
Some completely
Ossified,
Liquor spilling,
Trousers sopping,
Steady swilling,
Bodies dropping,
Glasses falling
On the floor,
People calling,
"Drop some more",

Bodies steaming,
Women screaming,
Morals stretching,
Airmen retching.
Heavy smoking,
Air gets thicker.
Someone croaking,
"No more liquor"
What! What!!!
NO

MORE
LIQUOR

People snicker,
Unbelieving,
No more drinking —
Groans and hisses!
What a stinking
Party this is.

Author Unknown.

(This poem appeared in the Aug 54 edition of the Flieger as an ode to a squadron party that had just taken place. Whoever wrote it wouldn't identify himself in print. Can you blame him.)

Adios

422 (F) Sqn Ground Crew

by Cpl GK Cripps

The boys that don't talk about it. They do it (some things forgivable).

As is happening all through the wing we are saying good-byes and all the best to a lot of the old vets of the sqn, who are forced to return to the land across the salt water.

With summer comes the happier faces around our dispersal, mostly the horse shoe pits, must admit we have some fellows who can give the experts stiff competition (what say Jensen).

The good news is out, Cpl Johnie May is up and around feeling none the worse but much wiser, hope to see you back with us soon John.

Cpl White our Clerk Typist is becoming fairly efficient at his job as we have been taking it easy breaking him in (or just plain breaking him). Got lots of practice on the R211A's and R211's.

FS White had every one on their toes, for 4 weeks, as he was always seen pouring over QR (Air). Nothing to fear fellows; just studying for his qualifying exams.

Best send our regards to the depleted staff in the hangar as most of them were shifted to the dispersal, but heck, Hangar boys, you're always happiest when you're working. You can always count on us to offer our sun-tanned shoulders to cry on.

As soon as the date of Aug 5th and 6th were mentioned about Sardinia, the talk around was someone better get a letter away to "Suzans". I didn't get the full story but someone must understand the full meaning.

Well that's all from the Screw Driver technicians.

Food Services Section

Congratulations are extended in this issue to LAC and Mrs McDonald on the birth of a girl and also to Cpl and Mrs Robertson on the birth of a boy.

On the 27th of May a party was held in the Mixed Lounge on the occasion of the visit of W/C Clark, head of the Food Services Branch. The opportunity was also taken at this time to honour departing members of the Food Services Section.

A very enjoyable evening was spent with dancing to Sgt Curry's ensemble, the MC position being filled quite capably by LAC Hubbard.

F/L Christie introduced W/C Clark who presented crested 4 Wing Mugs to the guests of honour and wished them and their wives Bon Voyage. Everyone had a good time and enjoyed the opportunity of meeting our Chief Food Services Officer.



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News from the Corporal's Club

by Cpl. Ray Haight

I guess the biggest thing that has happened in the club during the last month is probably the terrific stag party which was held on the 24th of May. I am sure that everyone who lived through it had a terrific time. The floor show, in particular Jolly Jack, was well worth waiting until midnite, and when that fellow stopped joking long enough to play his saxophone, the place really rocked. The entertainment committee sure did a fine job on that one.

We have had a couple of Charlie nights in aid of our wonderful, and appreciative bar-tender. We miss you very much here Charlie. Hurry back.

I cannot give a very thrilling account of the beer-ball game played in Karlsruhe, because I was not there, but I hear we were beaten 17 cases to 10.

The next little bit of info is passed along slyly, and in fear of my life, but it goes this way. A certain corporal made a foolish wager with some of we smaller members that his car could not be reversed in its parking spot manually. The price was to be a round for the house, and we really enjoyed it. Thanks a lot, it was great fun.

We hope to employ a greater number of professional entertainers in the club in the future, on our Saturday nights. It is quite possible that some of the talent will be from among our own members. Come on gang, let's give it a good try.

In closing, I would like to say that if anyone will forward any choice bits of scandal, news, future happenings or natural, or unnatural events to this writer, I will be glad to enclose them in next month's column.

News from the Crow-Bar Hotel

by Cpl. Ray Haight

Again this time we have to say "Auf Wiedersehen" to a few fellows. F.S. Kennedy is going to Namao; Sgt. Laedler to London (there are no boars in London but there are a lot of dears in Grand Bend, good hunting); Cpl MacDonald going to Summerside; Sgt. Wenman to North Bay (that's a long way from Comox B.C.); and a belated farewell to Cpl. Titmarsh who went to St. John Quebec.

We can now say a few hellos in the persons of F.S. Cambell from Rockcliff; Sgt. Hatcher from White Horse; Sgt Killens from Claresholm and LAC Smith from Aylmer. Cpl. Bateman has his family over from England now, and they are living in Buhl.

Father's Day was celebrated when Sgt. Gauthier received a new baby girl. He was not alone though, because a new girl was also presented to Cpl. Heyduck.

There isn't very much I can say about our social activities for the past month, the main reason for this being that there were none. However, we have great hopes for the future.

In the sports department, we are fighting hard for last place in the baseball league. If we only had a few pitchers and an outfield, I'm sure we would be doing much better. Cheer up fellows, maybe they will post some in before the end of the season.

Good-bye for now. See you next month when I hope I'll have a little more news.



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Photo Club News

by LAC Clapham

Considering all that has been happening to our little club lately, we feel it is only fair to let all those interested hear of it. The most important thing is that we seem to have attracted a few more members. Could it be that someone let out the word that there is a Wing Photo Club?

Well, now that you know, how about coming out and giving the club a chance. There are full darkroom facilities for members interested in black & white. For those interested in colour there are slide shows; and for all interested in cameras and photography there are tours and the odd lecture.

On May 9 a tour of the Zeiss Ikon camera works in Stuttgart was enjoyed by all members. Similar tours are being planned for the near future. At our last meeting, we were honoured by a visit from Dr. F. Hepner of Freiburg. Subjects discussed by the doctor were cameras, papers, chemicals (developers, etc.) and picture taking technique. All camera owners are most welcome to join in the Photo Club activities.

We'll be back again so watch for us in next month's issue. For more information, contact Cpl Dubrule at Loc 145 or LAC Clapham Loc 116.



444 Squadron News

By F/O Miller

Scribe this week writes with much disadvantage for he must needs chisel message on a tablet of stone from horizontal position where he lies in care of men of medicine. Chisel and also mind are dulled, and tablet weighs heavily on body in weakened condition. Only consolation is from F/O Dobbie Dobinson across the way. He is here for brief rejuvenation. Rejuvenation cure must be nearly complete for female followers of Nightingale approach his niche with utmost caution and leave in frantic haste.

When this hits the press F/L Red Macdonald, family, car and freak stick, should be half-way across the Atlantic aboard the Arosa Sun. That is, providing it didn't hit a swell and sink. As the old saying goes; 'You may pick your shipmate, but you cannot pick your ship'. Red and Phyl were given a grand farewell party in the Adler in Varnhalt, where Red was presented with a marble desk set. Red, stoutly denying any affiliation with "Yik Artists", gave his audience a clear insight into his impressions over here. The Yik lasted for a bottle of wine.

Last week we have had the honour of three additional boys. The proud fathers are F/Os Wrather and Gallinger, and F/L Marsh. All the mothers are doing fine, and F/L Bob Massier is still only half way through the windfall of cigars. 444 has a definite future.

Our Wing Intelligence Officer, F/O Stan Wade, who puts all his Flight Magazines in a safe because they contain secret information, has been giving the pilots a rough time lately. Just to separate the men from the boys (hello boys) he had instigated a couple of evening strolls under the most misguided name possible—'toughening up' courses. If the course didn't toughen you up, the schnapps in the gasthaus afterwards certainly did. The course ran from between Sinzhiem and Buhl, to Schwarzach—6 Km as the crow flies. At last count, everyone had survived the two courses, to use the word loosely.

But for what? Terrier Trek, naturally. Maybe it's better to die all at once and get it over with. F/L Massier says he'll walk fifty miles ahead of time. If his joints give out he won't go. If they don't give out he might be able to run fifty yards — time enough to lay a smoke screen with his cigars.

Our Intelligence Officer has to listen to some heart-breaking stories about people begging off. Some claim they get 'wet feet' too easily, others claim they can't stand the quiet of the country, and a final group mutter dejectedly that they suffer nervous indigestion and bile trouble when under questioning.

Scribe just met F/L Reimer in front of the dispensary, drawing a white lab coat and a medicine bag with the intention of playing doctor. It is hoped that all evaders of Terrier Trek requesting a doctor, ask for his credentials. Pretty sneaky, eh?

Having filled the monthly flying commitments by the third week, 444 has slowed down for the final week of May. Advantage was taken of the slack period, to get some of the extra-curricular excursions done. Included here was a trip to Yellowjack by some of the pilots, and a tour of the Mercedes plant at Stuttgart by most of the ground crew personnel. There was also a dingy drill in the pool.

The ball season is now in progress with 444 winning a couple of very close ones. It promises to be a very good season.

At last scribe must leave again. Two girls in white were just overheard in the hall flipping a coin to see which one will throw the needle at exposed posterior.

Telecom Gen

by Cpl E. Sherwood

Sing a song of clean-up, a section full of paint.
Four and twenty big wheels seeing all that taint.
But when the doors were opened, what a gladsome sight
All the Com Ground married types had scrubbed through-
out the night.

Sing a song of ceegars, the stork gave an encore.
F/L Scott has made it number 4
Now he will be hearing the 2 AM refrain
We hope you don't have sleepless nights with little
daughter Jane

Sing a song of welcome, relief for GCA
All the way from Clinton, McEwan comes to stay.
Telecom at 4 Wing must be the place to live
Ask Cpl. Macnamara, he prefers it to Air Div.

Sing a song of Tony, gone to civvie street
You should have heard his swan song in his voice so sweet.
A fond farewell to Helen, also homeward bound
(What'll Gordie Love do now his Gal ain't around).

Sing a song of Hardinge (I never get T.D.)
The C.A.S. and Patrick went off to Bodensee
When there was a breakdown, he fixed it nice as pie;
Canadian Deutche relationship was never quite so "high".

Sing a song of camping — Austen-By-The-Sea,
Combing sunny beaches from here to Italy
Larsen does his camping in modern, convoy style.
By wasteland near Sigs. Center, he serves in durance vile.

Sing a song of static, sparks as long as this.
And if you don't believe it, ask Jerry, Al or Chris.
But as Flight Murray put it, it's just the square of Q
With unmatched inverse dipoles. — it Hertz this induced
Mu.



Mr. H.R. Delfs



German Staff of the Officer's Mess

Personality of the Month

Our personality for this month is the Officer's Mess manager Mr. H.R. Delfs.

Born of German and Scotch parents, in 1894, Mr. Delfs has led an interesting and colourful life including many adventures on the high seas with the German navy.

He attended schools in Lubeck in Northern Germany, and in 1914 graduated with senior matriculation ready to face the world in all its strife-torn wonder. He was not long in making a decision, and in April 1914, he enrolled in the Imperial German Navy as a Naval Cadet. In August of that year, he graduated as midshipman from the Naval Academy at Flensburg.

He was soon a sublieutenant on board the S.M.S. Graundenz, and later aboard the M.S.M. Pillau, both cruisers of the 2nd Light Cruiser Squadron. As a naval officer aboard these two ships, he spent the war years in the Baltic and North Sea theatres. During this time his ships were engaged in fierce combat in the icy waters of the north, including the Jutland battle of May 16, 1916 which is well known in the annals of the sea.

When the Navy reduced its ranks in November 1919, Mr. Delfs was released, and from 1921 until 1939 he was employed as an export manager in the textile and textile machinery industry.

When war again threatened, he turned to the sea once more, and rejoined the German Navy as a Reserve Officer. He was promptly sent back to the theatre in which he served the country so well during the First World War, where his duties were those of Chief of Staff Unit in charge of the security of such ships as the Tirpitz and Scharnhorst in the Alta Fjord North of the Arctic Circle. From May to August 1945, Herr Delfs was Senior German Naval Officer of Lofoten Islands off Narvick, Norway. This was his command until he was taken prisoner of war in September, 1945.

This Second War over, he returned to the Mining and Textile Machinery Business which employed him until the station opened in 1953, when he became Manager of the Officer's Mess, 4 Fighter Wing. His personal efficiency and his competent staff are of invaluable help to all.

Short Circuits from the Salt Mine Wire Pullers by LAC "Gus" Meikle

Well "Hello" again folks. I guess I owe you an apology for not submitting anything to our May magazine, but my last little ditty almost cost me my job (tough luck), so I figured I had better stay in the dark for awhile. I haven't too much to report on this time but here goes.

First of all we want to say good-bye to a couple of our boys. Cpl. "Mitch" Mitchell has left us for good old "Uplands". Good Luck "Mitch", hope you don't have any trouble with the round door-knobs. Next is "Scotty" Harris, I think his life's ambition has finally come true because he is out of the "Salt Mines". He hasn't gone far though, just over to the flight Simulator, commonly known as the "idiot box". How do you like it Scotty?

Well our welcome mat is out for two new men in the section. The first one, who isn't new to the station is none other than our own broken nose "Robby" Robinson. I take it, via the "grape-vine, that he is really in love with the place because he is working right around his own Kin???

Next on our mat, is Cpl "Gus" Gausoiran who hails from Cold Lake. I haven't seen much of him though because they shipped him out on the Ground Defence course right away. We wish him all the best during his stay at 4 (F) Wing. I hear this boy has a lot on the ball. Pulled some kind of a real smooth deal and got himself another term over here. How about telling us the secret old man.

We would like to congratulate "Al" Gilenas on his recent marriage to that Irish Lass I was telling you about. Good-Luck and all the best "Al", from all the boys, but don't keep her out of circulation so much. After all, we would like to see what these Irish Lassies are like. Hear a lot about them.

We notice that our WO has come with a hidden talent. Lately he has been seen scribbling on side-walks???

Well that is about all we have in the way of gossip for now so, I shall leave you for now. Before closing I would like to add these very wise words.

Sports and RECREATION

BASEBALL NEWS

The 1957 baseball season was officially opened at 4 Wing on the 26th of May, with the local Raiders downing 3 Wing by a decisive 12 to 3. Ron Renaud went the route for the home team scattering five hits, and dishing out eight strike outs as well.

Of last year's team there remains only Reading, McNeil, Renaud and Sandiland, but with the addition of 'Danny Boy' Kavanaugh to the pitching staff, Kenny Hessian to

replace Boudreau behind the plate, and the booming bat of young Sommen and a few other good players, 4 Wing should have a very good and representative team in the competitions.

To date the team has played five games and has chalked up three victories. Future games will be announced in DROs, and on posters around the camp.

BATTING AVERAGES

NAMES	AB	H	R	2B	3B	HR	BB	SO	AVERAGE
HESSIAN	10	6	4		1		1	1	.600
SOMMEN	17	8	5	1		1	5	1	.470
McNIGHT	9	4	5	1			1	1	.444
RENAUD	12	5	4	2	1		2	2	.416
DAIGLE	12	5	3	1			1	1	.416
READING	8	3	6				2	2	.375
HURD	13	4	5	1				1	.307
McNEIL	11	3	3	1			2	2	.272
POWELL	17	4	3				1	4	.235
SANDILAND	9	2	1				2	2	.222
KAVANAUGH	11	2	1					5	.182
PAKE	10	0	0					2	.000
GRASDALE	5	0	0					1	.000
HETZEL	5	0	0					1	.000

Women's Fastball

After much practice, and long waiting, we finally played a game with Karlsruhe on American Armed Forces Day, and were defeated 14—13 in extra innings. The return match was played here on the following Wednesday, and we came out the victors 17—8. We regret the loss of Denny Bailey who is out temporarily with a injured hand (or is it two, Denny?); our manager F/O Andy Anderson who is in the hospital; and Demy with an injured ankle. Hurry back girls.

By the time this edition is out we will have met a tougher squad in the Heidelberg WACS. We are still looking for recruits, single, married or otherwise. A call to 65 will likely get you a uniform gals.

Swimming Pool

Two members of our Rec. Staff, Cpl. Merri Lyn White and LAW Eileen Mackay, also Gus Meikle of Wing Maint, attended a Water Safety Instructors School held at No. 1 Wing. This course will enable our staff to provide swimming instructions to dependents during the summer months.

Track and Field

The Four Wing track and field meet will be held sometime in late June this year. Let's see a few more people out on the track in the early mornings getting in shape for the meet.



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BREWERS OF THE FAMOUS "FAVORIT BEER"

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Current Affairs Continued

CHAMBER — The United States chamber of commerce had the president of Canada's chamber of commerce, Raymond Dupuis, as a speaker at its convention in Washington. Mr. Dupuis, spoke about American capital invested in Canada which he said was welcomed by Canadians. And he gave reasons why they welcomed it. He said American technical skills and management had come with American money to this country. American money was making Canada a better-producing country. It was helping Canada to grow where she would not be able to if she had to depend on her own financing. Canada with a population of 16 and a half million just could not undertake the big projects under way there today. Oil and gas developments in western Canada for instance, might still be dreams but for American capital. Mr. Dupuis estimated that capital from the United States owned probably three-quarters of this country's oil and natural gas industries, over one-half of its mining industries, and over two-fifths of its manufacturing industries. He noted that one feature of the investment picture was that more and more Canadians now had the chance to invest their money in American branch plants in their own country. More Canadians were also being placed in management jobs, in these plants. Mr. Dupuis noted, too, that on a per capita basis Canadians had invested almost twice as much in the United States as Americans had in Canada.

WHEAT — An agricultural research expert in the United States claims to have discovered a perennial wheat, but scientists in Canada are still waiting to be convinced. A perennial wheat is one which produces several crops from one planting, and it's been talked about for some time now. The discovery of such a grain that can be put into commercial use is claimed by Coit A. Suneson, chief of the agriculture department's cereal crops division in the U.S. Mr. Suneson says the crop should be ready for commercial farming within the next five years. But his counterpart in Canada, Doctor D.G. Hamilton, says he thinks the practicable use of such a grain is a long way off . . . in fact, a lot longer than five years in the future. Doctor Hamilton, who is a personal friend of Mr. Suneson, says Canadian agriculturists are pretty well up on all the latest developments in the field. And they haven't reported anything as spectacular as the discovery claimed by Mr. Suneson. For one thing, there were tremendous problems in making a perennial grain feasible. But Doctor Hamilton says that Canadian scientists are more than willing to study Mr. Suneson's claims. In fact, he's sent for a copy of the report, and intends to go into it in detail.

INCOME TAX — This is the time of year when taxpayers who haven't filed their returns on time have good cause to wish they had. It's also the time when the guilty parties are looking for a good excuse. But the best excuse of all has been provided by a man in North Bay, Ontario, who wasn't guilty at all. When the income tax department took him to court for not filing the return, the man had a perfect alibi. He called on his wife, who said that she had mailed the return to the department on the afternoon of March the 13th, well ahead of the April 30th deadline. If the income tax department hadn't received the envelope, she said, that wasn't her husband's fault, although she could understand why they hadn't. Later that same afternoon, the post office had burned to the ground. The magistrate hearing the case dismissed the charge.

CAMPNEY — A report tabled in the house by the defence minister, Mr. Campney, says that aircraft fighters will continue to be invaluable to air defence, in spite of the development of missile weapons. Mr. Campney says that by the end of this year, nine home defence squadrons will be re-equipped with the Mark Five interceptor. An even more modern version of the CF-105 plane, the Mark Six, will go into service in due course. This plane will be fitted with after-burners to increase its speed to almost supersonic level. The nine home defence squadrons are to be increased to twelve, but it's understood that this plan has been deferred, possibly until next year. The new units were to have used the base facilities and some aircrew employed on the NATO air training scheme. But the facilities will now be used to train 360 West German pilots to fly the Sabre yet. West Germany recently bought 225 Sabre Jets from Canada and has been given 75 others to help her build up her air force under the North Atlantic Alliance. When the 360 West German pilots have finished their training, base and aircrew facilities can then be used in forming the three new squadrons for home defence.

SEAWAY — Construction work on the St. Lawrence Seaway and the associated hydro power project will reach a peak rate this year. The field project engineer for the Ontario Hydro, W.M. Hogg, has given some details of the progress made on the huge works, now more than half-finished. Mr. Hogg was speaking at the annual meeting of the Canadian Institute of Mining and Metallurgy in Ottawa. He emphasized the importance of the seaway and the power project to Canada's rapidly-developing mineral industry. The seaway will provide transport facilities for moving iron ore and other minerals. The power project will make electricity available for processing ores and building new plants. The seaway will open up the inland waterway system to bigger ocean-going freighters by improving the present canal systems and digging entirely new channels. The power project on the St. Lawrence between Montreal and Lake Ontario will tap new sources of power in that area. This project is the more expensive of the two, costing an estimated 600 million dollars, to be shared by the province of Ontario and the state of New York. The cost of Canada's share in the seaway is estimated at 300 million dollars. The United States is building a smaller portion and will likely spend well over 100 million.

MICROWAVE — Television viewers in Regina have had their first look at live TV programs for the east. The programs were channeled over the new link in the Trans-Canada microwave system, which carries the line as far west as Regina now, and will eventually connect the west coast with the east. The new link, besides providing new phone circuits extends television transmissions from Winnipeg to Regina. A branch to Saskatoon will be opened during June, and completion of the Saskatchewan section to the Alberta border is expected by the fall.

RADIATION — The head of the British Columbia research council, Dr. Gordon Shrum, says the council has not recorded any radioactivity in the atmosphere at Vancouver. Recent reports from Japan say some radioactivity has been recorded there and on some western Pacific islands. The report blames Russian atomic explosions for this radiation.

M.P. — A Labor member of parliament is back in Britain greatly impressed by what he saw on a visit to Canada. Mr. Austen Albu says he was surprised at the way the Canadian people are determined to make Canada Canadian. He didn't expect to find so much national consciousness. He noted that Canadians were resisting all sorts of cultural and other pressures coming from the United States. At the same time, they seemed to be turning away from Britain. While in Montreal, Mr. Albu saw a revue, "My Fur Lady", put on by McGill students. He thought it was an example of Canada's intellectual vitality. He was also interested in the reaction of Canadians to the British and French intervention in Egypt last fall. He says they were shocked by it. Government officials he talked with were very bitter. Mr. Albu believes it has had the effect of cutting the umbilical cord between Canada and her Mother Country.

HEALTH PLAN — The governments of Canada's three prairie provinces have commented on Prince Edward Island's decision to enter the national hospital insurance plan. The island province became the sixth to agree to sign up with the federal government. The others are Newfoundland, Ontario, Saskatchewan, Alberta and British Columbia. Ottawa's national hospital program proposes that the federal government share on a 50—50 basis with the provinces in the cost of hospital care and diagnostic services. In Winnipeg, the Manitoba minister of health, Robert Bend, says Prince Edward Island's acceptance of the federal scheme does not force Manitoba into it. Mr. Bend explains that his province's position is one of wait and see. But he emphasizes that Manitoba has never said "no" to the federal offer. The province's main concern is the plan's cost of 20 to 21 million dollars. He says the province would have to pay half, in addition to setting up new administration for the plan. In Regina, the premier of Saskatchewan, Thomas C. Douglas, says his government could be ready to sign an agreement with Ottawa for the plan by January, if negotiations began soon. Mr. Douglas says Prince Edward Island's decision is good news. He now wants the federal government to send draft agreements to the provinces and to open negotiations immediately. In Edmonton, the Alberta minister of health, Dr. W.W. Cross, refers to reports that Ontario will not be ready to sign the national health plan agreement until January the 1st 1959. And he says this could delay plans of Alberta, British Columbia and Saskatchewan, which have joined the federal program. Alberta, he adds, could be ready tomorrow to sign up. But if Ontario's reported deadline of January 1st, 1959, is left that way, he does not expect the plan could start earlier for the other provinces.

SPRINGHILL MINE — The debris-blocked coal mine in Springhill, Nova Scotia, where 39 miners lost their lives last November the 1st, is being prepared for renewed production. Five of the survivors are among the crews now working far underground to clear up debris from the

blast. The five who have returned to the scene of their close escape from death are Charlie Burton, Wilfred Brown, Glen Embree, Reggie Gibson and Murray Terris. Their cleaning up job in the mine is a tough, dangerous operation. A death-dealing fall of stone might be caused by a man lifting the wrong beam or bumping against the wrong pillar. Work at the Springhill mine has progressed down to the 2-thousand, 500 foot level.

TROPHY — One of the first RCAF pilots to be trained in helicopter flying has won a top aviation award. Squadron Leader Robert Heaslip wins the McKee trophy for 1956 for his part in commanding the RCAF's Number 108 communications flight on the mid-Canada radar warning line. The McKee trophy has been awarded annually since 1927 for meritorious service in the advancement of Canadian aviation.

SEAT COVERS — Taking a ride in a taxicab can often prove to be expensive but one woman in Stratford, Ontario, intends to see that it's the other way around. She's suing the cab company. Her complaint is that the company in question equips its cabs with cold plastic seat covers. They're so cold, she says, that after riding in one of the taxis, she developed a chill. The chill turned into pneumonia and she wound up in hospital. Now she's suing for damages.

TV — Teachers in some 720 Canadian schools like the idea of having television in the classroom to help them with their teaching. But they don't think it should be put into general use at present. They'd like to see it tested a while longer. Television went into a number of schools in all provinces on a trial for two months last year. The experiment was arranged by the Canadian Broadcasting Corporation working with the different provincial departments of education. The CBC has now brought out a report with the opinions of some 18 hundred teachers and parents. The teachers say that there isn't any doubt pupils showed more interest in their work with television sets in the classroom. But most of them were agreed that television-for-the-school needed more experimenting with before it could be accepted generally. They found that TV did help them to teach but was not a medium in itself.

SMALLWOOD — The premier of Newfoundland, Joseph Smallwood, has hinted at some major iron ore developments in Labrador. Mr. Smallwood didn't reveal the exact nature of the deposits. But he did say that they were very big, and that certain industries has displayed interest in them. The premier said that his government had been included in the discussions, although not in the actual negotiations. Lawyers working on the deal he said, expected to be ready for action sometime next week. Mr. Smallwood described the pending deal as one of the biggest things ever to come before the government and the legislature of his province. Three companies were involved. They were the Newfoundland Labrador Corporation, the Canadian Javelin Limited and the Pickands Mather Company of Cleveland.

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