

# Schwarzwald- Flieger



IN MUENCHEN STEHT EIN HOFBRÄUHAUS (COVER STORY PAGE 1)

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## F/O L.S. COLEMAN

It is with deep regret that we record the death of F/O L.S. Coleman who was killed in a flying accident. F/O Coleman was a very popular member of 422 Sqn and was Associate Editor of the "Schwarzwald Flieger".

A funeral ceremony, attended by his many friends, was held in the Wing Protestant Chapel on the 6 Sept. and his body was transported to Choley, France, where it was interned with full military honours.

Our deepest sympathy goes to his wife and family in their tragic loss.

The Editors



# Schwarzwald-Flieger

(Black Forest Flyer)

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## This Month's COVER STORY

### "In München steht ein Hofbräuhaus . . ."

by Marie Bauert

Munich's Lord Mayor will inaugurate this year's October Festival like every year, on the 21st September at 12 noon, to the sound of 12 cannon shots, while tapping the first cask of special beer on Munich's Theresienwiese Fairground, thus introducing Europe's greatest people's fair.

Special trains and special bus services have again been chartered for visitors from Germany and abroad. International Airlines will have special planes taking passengers from all over the world to this gay historical event.

The Munich October Festival dates back to the year 1810, when a horse-race took place on the occasion of the marriage of King Ludwig I. to Princess Therese von Sachsen-Hildburghausen. The races were on the 17th of October, the actual wedding day. The festivities continued to the 18th, when a farewell dinner was held for the guests. This was the beginning of the October Festivals, and they called the fairground "Theresienwiese" in honour of Princess Therese. The festivities had been so popular, that from then on they were repeated year after

year, increasing in gaiety and extent. In order to profit by some good weather they started two weeks ahead of the usual time. Within a few years they added agricultural exhibitions, a great fair procession — a pageant of national dress and shooting clubs — through the city streets, and last but not least, the world-famed Munich Hosts for the Fair would offer Germany's tastiest festival beer to the accompaniment of mechanical organs, and everyone would join singing the chorus of:

Refrain:

In München steht ein Hofbräuhaus,  
Eins — zwei — g'suffa!  
Da läuft so manches Fässchen aus,  
Eins — zwei — g'suffa!  
Da hat schon mancher brave Mann,  
Eins — zwei — g'suffa!  
Gezeigt, was er so vertragen kann,  
Schon früh am Morgen fing er an,  
Und spät am Abend kam er heraus,  
So schön ist's im Hofbräuhaus!

Verses:

Da wo die grüne Isar fließt,  
Wo man mit "Grüss Gott" Dich grüsst,  
Liegt meine schöne Münchner Stadt,  
Die ihres gleichen nicht hat.

Wasser ist billig, rein und gut,  
Nur verdünnt es unser Blut,  
Schöner sind Tropfen gold'nen Wein's,  
Aber am schönsten ist eins:

Da trinkt man Bier nicht aus dem Glas,  
Da gibt's nur die grosse Mass,  
Und wenn der erste Masskrug leer,  
Bringt dir die Reserl bald mehr.

(The English translation is a combined effort by S/L Moakler and Marie Bauert)

Refrain:

In Munich stands a brewery,  
Eins — zwei — g'suffa!  
The barrels are emptied merrily,  
Eins — zwei — g'suffa!  
Many good men have proved their worth,  
Eins — zwei — g'suffa!  
No better place or beer on earth,  
Start in the morning full of mirth,  
Return in the evening unsteadily,  
Great fun at the bewery!

Verses:

Down where the green, green Isar flows,  
The say "Grüss Gott"s, instead of "Hello"s,  
Beautiful Munich town is there,  
No other town can compare.

Water though cheap and clear and good,  
Need we say it thins your blood,  
Better than that is wine of gold,  
But Munich beer's best, I'm told.

Only a large mug suits the taste,  
A drink from a glass is just a waste,  
You drink it down and call for Lil:  
"Empty the cask and fill the till"!

You will find yourself humming and singing this catchy little tune with the very first refrain.

To give you an idea of the vast fairground, it needs only to be mentioned that Munich's 7 great breweries each have their own festival-tent on the Theresienwiese-Fairground. Two special Post-Offices are erected on the fairground, as well as 10 public phone-booths and several exchange offices. Besides police protection, there will be the Bavarian Red Cross with doctors and nurses to take care of anyone, should necessity arise, and also a station for lost children, including a bright nursery-room. There will be 50 different bands in national dress — German, Austrian, Swiss, French and Italian — taking part in the pageant.

On the fairground you will find as many as 12 carousels, 4 Punch and Judy Shows, all sorts of giant-wheels, swings, toboggans, electro-scooters, hurricanes, crinolines, serpentine-railways, and what-have-you.

For gourmets there will be 3 huge coffee-tents, 10 sausage and snack-bars, 9 fried-chicken-stands, 9 sausage-stands, 5 fried-fish-stands, 5 cognac and schnapps-stands, and 60 various stands, selling anything from souvenirs to balloons, chocolate, ice-cream and fruit.

Altogether a good two weeks to get away from the dullness of everyday-life, and enjoy yourself thoroughly in a lighthearted, cheerful way.

If you are in need of a baby-sitter by the hour, contact:

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## Of Water and Weather

by F/L A. Missio

We are all familiar with the substance called water, even if our only contact with it in the liquid state is getting caught in a rain shower. Likewise we are familiar with its solid form, ice: the solid transparent cubes that help cool our drinks. However there is another form of water which few think of, always present, never visible; water vapour. This is the gaseous state of water and is invisible, colourless and odourless. (Ground defence please note this is not a war gas). However the concentration of water vapour in the air can make itself felt.

Torontonians speak of a hot, humid summer day or a cold, damp winter day. The prairie dwellers speak of their hot, dry summer days through a mouthful of dust, or of their dry cold which freezes you through and through, but you don't feel it, so they say, as much as the Torontonians' damp cold. By describing the weather as dry or damp these people are in effect trying to describe the amount of water vapour present in the air and at the same time recognize the fact that this amount will vary.

The amount of water vapour that the air can hold depends upon the temperature. The higher the temperature the more water can be contained by the air in the form of water vapour. This however is the maximum amount and generally the amount of water vapour actually present is much less, and is expressed as a percentage of the maximum amount. This percentage is referred to as the relative humidity. But what has all this to do with weather? To answer this question let us have a look at the earth as a whole and the blanket of air which surrounds us. A glance at a global map shows vast areas of Earth covered by seas and oceans and innumerable rivers of various sizes flowing into them. A closer look at the network of rivers shows that although two rivers may start in the same general area they may empty into seas thousands of miles apart. For example, here in southern Germany just east of Freiburg we find the source region of the Danube (Donau) which flows to the Black Sea and not much further south in Switzerland is the source region of the Rhine (Rhein) which flows into the North Sea. By thinking of other such large rivers, you can immediately see that water is forever flowing back from the land to the seas. But the cycle is not yet complete, for, if the land's stock of water were not replenished, these rivers would soon dry, and vegetation, so dependent on water, would die, and so would we.

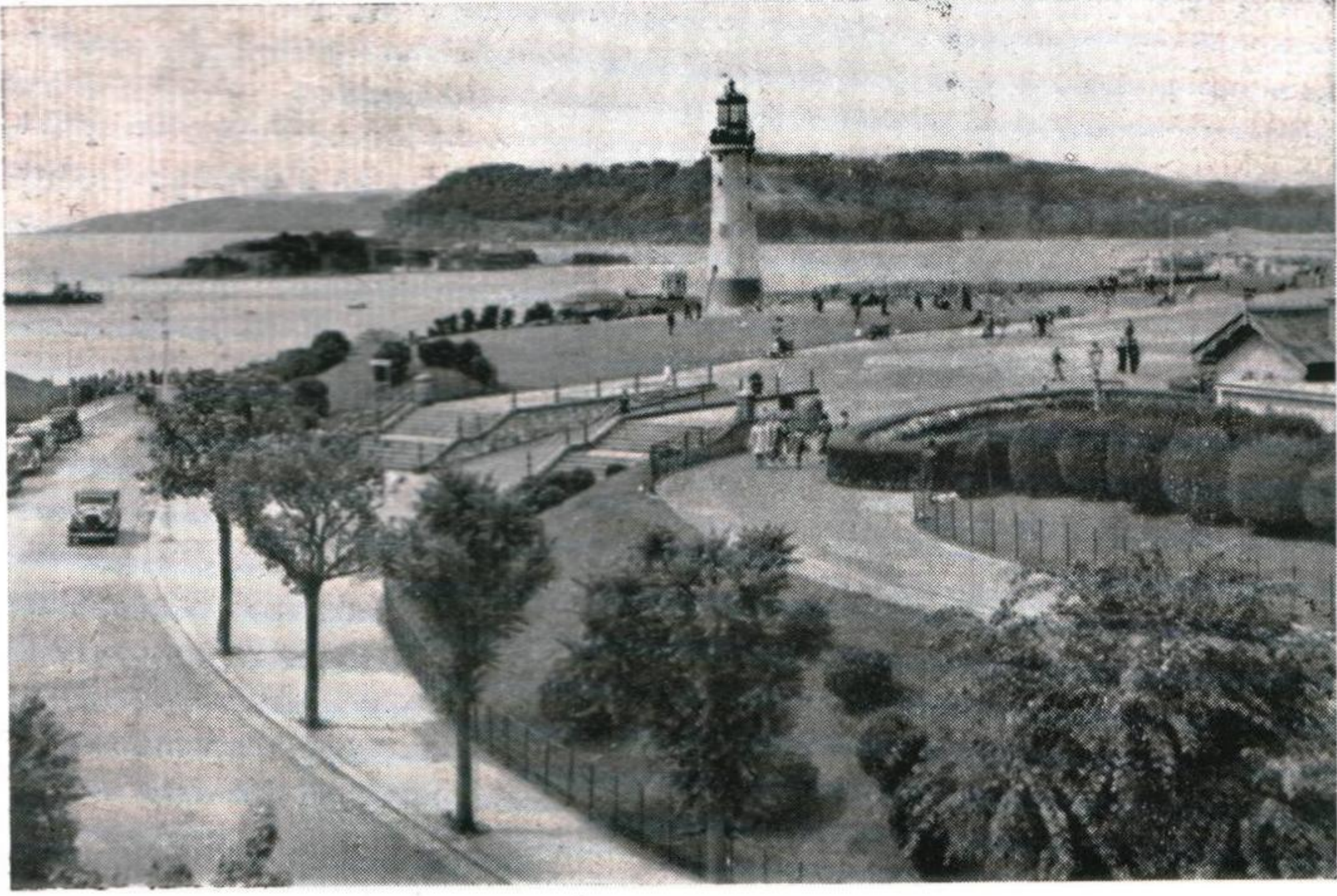
The air is never motionless for long. It moves in systematic patterns over the globe and, as it moves over rivers, lakes and oceans, absorbs water in the form of water vapour. Farther along in its travels this air is lifted by various means and as it rises it expands and cools. If the air is moist enough and the lift sufficient, clouds will form and after further lifting, precipitation in the form of ice crystals or water droplets will result. The precipitation may come in short violent bursts of showers or thundershowers which last a relatively short time, or it may fall slowly and continuously for several days over a large area. But whatever the form, the cycle is completed with the water returning to the land to start its journey back to the seas.



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Plymouth Hoe

Personnel planning a fall vacation are often loth to go North because the summer fades quickly in these parts and the chilly nip of winter can be felt as early as the beginning of October. The cool weather can be doubly hard to Canadians who are used to efficient heating systems and do not relish spending cold nights in heatless hotels. However, fall is a very good time to visit a country because places are not over-crowded with tourists, and facilities are still in operation (often at cheaper rates) to cater to end-of-season visitors. One of the most picturesque and warmest spots to visit in September and October is the South Western peninsula of England which is composed of the two counties of Devon and Cornwall. For those who want to see the English countryside at its best, who like to go to area of warm, homely folk, who like to eat good solid farm-house food at very reasonable prices, — this is the place to go, and this is the time of year to visit it. The South-West of England has a particularly mild climate because it juts out into the Atlantic Ocean and is kept pleasantly warm all year around by the Gulf Stream which almost surrounds it. This is the area which harvests flowers in February and March to send to the Markets in London and here at places like Falmouth and Torquay tropical trees flourish. Snow is a rare visitor even in the middle of winter, and September and October can be pleasant and sunny months.

The cost of food and lodging is reasonably cheap and yet the meals are extremely wholesome and satisfying and the rooms are clean and comfortable. The whole of the area is dotted with farms, most of which provide bed and breakfast — cereal and a plateful of bacon and eggs — all for about \$1.70 per adult and roughly \$1.00 for small children. The breakfast is usually so large that you require only a small lunch later on. The farm houses will usually provide an evening meal for only 40 cents per person and this again is typically good, wholesome farm house food. In this area it normally includes Devon or Cornish cream, a delicacy which should not be missed. In Devon the cream has the consistency of butter and tastes terrific. The farmhouses are clean, usually have modern conveniences including hot water, and the cleanest and freshest of air, guaranteed to help anyone get a good night's rest.

The roads are not the autobahn type, rather they are winding roads, bordered by lush hedges; they are usually quite close to the sea and provide some of the most marvelous views you will find anywhere. Here too you go through picturesque villages — very clean and neat, yet centuries old and a photographer's delight. Also you can stop at towns which offer excellent shopping facilities. Plymouth, on the Southern border of Devon and Cornwall

# Devon and Cornwall

by F/L C. G. Burt

has been largely rebuilt since the war and offers just about the finest shopping district you will find anywhere.

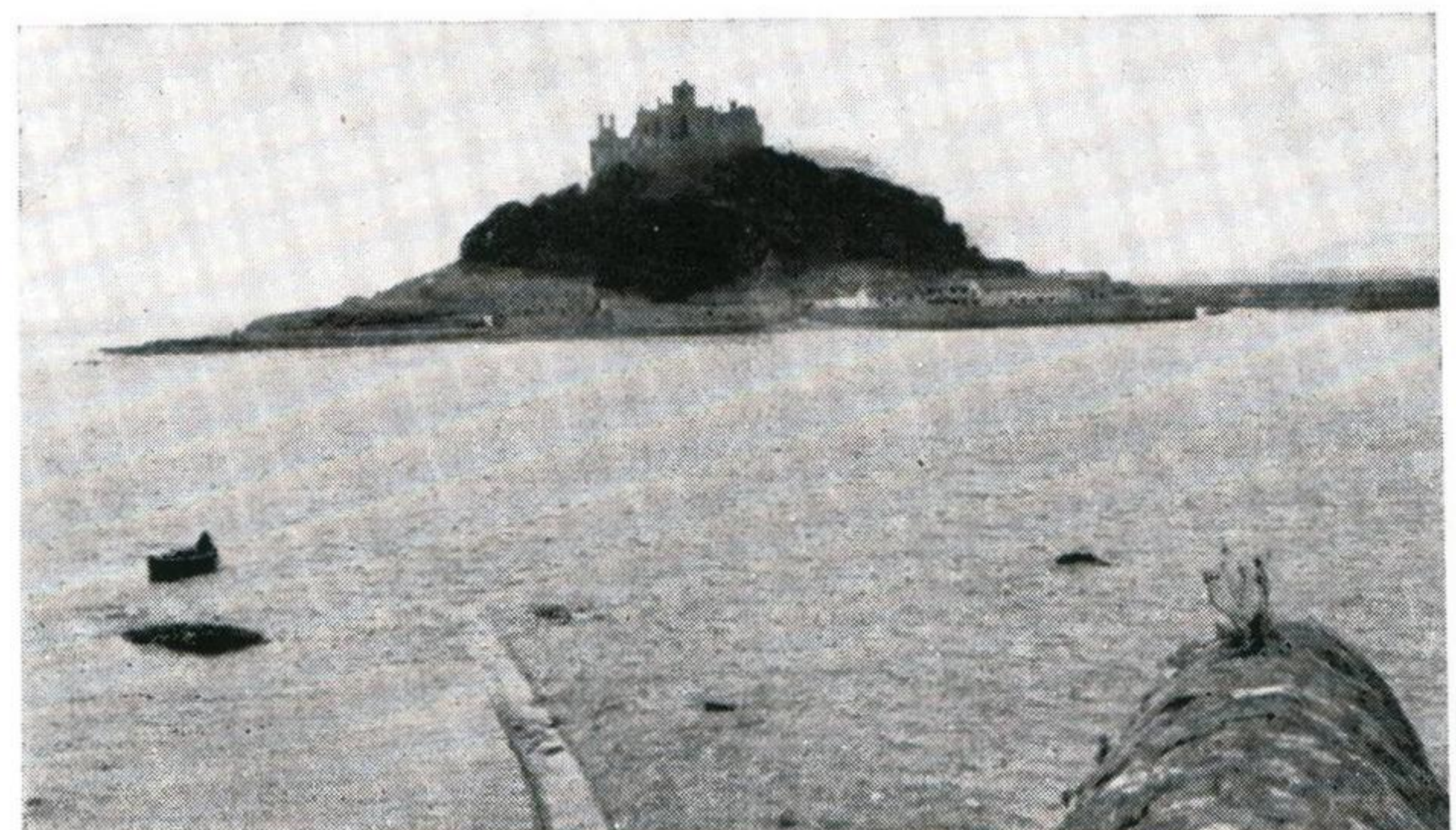
The people here too, are different from the rest of England. Cornwall was once a country in its own right and its inhabitants still speak of it being separated from England by the River Tamar. Their accent is different, and more close to that found in North America than the English spoken in London. However, they have their own way of saying things and visitors would do well to remember that what sounds like "ARR" means "YES" and "EE" means "YOU". For example a shopkeeper will say "Arr, do ee like that" meaning "Yes, do you like that". Cornwall also had its own language which was spoken until very recent times.

This is also historical country. In Plymouth you can see the steps where the Pilgrim Fathers sailed from over 350 years ago. You can see the Hoe — a fine park overlooking the harbour, where about 380 years ago. Drake finished his game of bowls and then whipped the Spanish Armada. You can see the lighthouse built 200 years ago for the Eddystone rock; it is still in good shape but no longer serves as a warning to mariners as the rock on which it was built was undermined by the sea and a new one had to be erected on an adjacent rock. Smeaton's Tower, as it is called, was transported to the Hoe where it stands to this day, and you may visit it for just a few cents.

There are some interesting and out of the way spots which are worth a visit. Just off the main Looe — Liskeard road is St. Keyne's Well — a very old one and it gets its name from the Cornish Saint, St. Keyne who cast a spell upon it 800 years ago, thus:

The property that man or wife  
Who chance or choice attains  
First of this sacred well to drink  
Thereby the mastery gains.

The Well is kept in good shape by the Liskeard Old



St. Michael's Mount

Cornwall Society, and the water is cool and refreshing to drink.

Just off Penzance is St. Michael's Mount which is said to have been visited by the Phoenicians over 2,000 years ago in their search for tin. A vision of St. Michael is said to have appeared there in 495 AD and hence its name. It has had an interesting history since Edward the Confessor granted it in 1044 to the Benedictine monks, as the price of the redemption of his soul. You can still see Henry VI's letter requesting compensation for ships seized by pirates from its harbour. The boat trip to the mouth is a pleasant one and costs only 30 cents.

A good route to follow when exploring this historical and picturesque area is as follows. After landing at Devon make for the North Devon coast either by going through London, Reading, and Bath, or by driving via Maidstone, Guilford, Salisbury and Taunton. You can go by way of the coast road, but you will be returning that way and there is no advantage in travelling the same road twice. If you take the first route there is a lot to be seen on the way, such as Canterbury Cathedral, the Abbey and the Roman Baths at Bath (the Romans called it Aqua Sulis), and the caves with their stalactites and stalagmites at Cheddar. Whether you stop at these sites depends on the length of your leave.

You reach Devon shortly after Minehead, on the coast, and as you travel westwards you have an unforgettable view with the sea on your right and the wide expanse of Exmoor on your left. Exmoor is lonely yet appealing and it is in this setting that R.D. Blackmore placed the plot of his "Lorna Doone". The road follows the coast quite faithfully and you can usually see below you, sandy, inviting beaches. After Barnstaple and Bideford you come to Clovelly — possibly the most picturesque village there is. Clovelly is built in the side of a cliff and as the streets are far too narrow and maybe too steep for cars, you have to leave your automobile at the top and wander down through the village on foot. Almost every house is old, yet spotlessly clean; flowers are in abundance. This is the place on which to spend a whole roll of film.

You carry on through Bude and shortly after Boscastle you reach Tintagel where on a rocky promontory reaching into the sea you may visit all that legend says remains of King Arthur's castle. Your visit will probably convince you of the legend's truth for this castle is surely one of the oldest constructions there is and its vast extent proves it must have belonged to someone great in Cornish history. You continue through Hayle, and St. Ives of nursery rhyme fame, and come to Lands End with its lighthouse not far from the shore. You return along the Southern Shore and shortly after Penzance you see St. Michael's Mount. Later you come to Helston, a charming village where on 8 May each year the villagers join hands and dance in and out of the houses as they take part in the ancient Floral Dance. At Falmouth you come to a



Fowey Harbour

town with a fine shopping centre and an exceptionally mild climate. Nearby is Pendennis castle where Charles II took refuge before embarking for France. As you head eastwards branch off at St. Blazey for Fowey. Long ago Fowey was an important Cornish harbour, but now is chiefly to be visited for its fine setting over an arm of the sea. From Fowey take the ferry to Bondinnick and visit the quaint fishing villages of Polperro and Looe. Looe, has its shark fishing club and if you wish the fishermen will take you on a shark hunting expedition. These sharks laze in the warm waters off the coast of Cornwall, but don't worry about them if you wish to bathe, because they keep well away from the shore. From Looe you can go to Liskeard passing St. Keyne's well on the way and at Saltash or Torpoint you can take the ferry for Plymouth. Plymouth with its large, ultra modern shopping center, and its historical interest — the Hoe where Drake once walked, the Mayflower Stone, an Elizabethan house furnished with equipment of the times, merits a couple of days. If you are interested in town planning, Plymouth merits a visit for that alone. The new Plymouth is clean, neat, has broad boulevards throughout the shopping area and has been reconstructed with a harmonious architecture.

After Plymouth you can reach Exeter by crossing Dartmouth and passing by the famed Dartmoor prison at Princetown; you can go via Buckfastleigh with its old abbey or you can follow the coast, going through the modern seaside resorts of Paignton and Torquay. If you have the time, go via the coast, being careful to see the lovely old fishing villages of Salcombe, Kingsbridge, Dartmouth and Brixham. Brixham is where William of Orange landed in 1688; the stone that he stepped on when he arrived can still be seen.

Shortly before you reach Lyme Regis you regretfully leave Devon and can reach Dover by continuing along the coast via Southampton. The time will have seemed far too short but the memories of your journey will remain with you for a long time to come.

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#### Your 'ASTRA'

Your 'ASTRA', or Station Theatre is proudly celebrating an anniversary this month. It was four years ago that the first film was shown on its screen. During the four years past, it is interesting to note that 417,545 people have attended the 1,790 performances shown.

This seems like a very significant figure, when consideration is given to the number of other recreational facilities which are available on the station.

The theatre has been managed by the R.A.F.C.C. who are the official controlling organization for the R.A.F. throughout the world. It is staffed by service personnel who are employed on a part-time basis, and trained by the Manager-Projectionist representing the R.A.F.C.C. The Manager, Mr. Burnside, is responsible to the Commanding Officer for the smooth functioning of the theatre equipment, and the comfort of all the patrons.

The present equipment was purchased only two years ago, and is capable of handling the latest types of modern film such as Vistavision, Metroscope, Superscope and Cinemascope, making ours one of the best equipped theatres in the district.

Many station personnel interested in becoming projectionists have been given basic training at the theatre, returning to Canada with a much better idea of what goes on inside the little aperture behind them. It is hoped in the near future, that a weekly class will begin for those interested in the cinema, giving a fair knowledge of the running of it.

# Protestant Chapel activities

by F/L C. H. White



Instead of giving you a sermon in this issue, we thought you might be interested in some facts and figures about activities around the Chapel.

Did you know!!

- ... that in the past year over one hundred children plus about one dozen adults were baptised at the chapel?
- ... that there were over two dozen marriages performed in the chapel during the last twelve months?
- ... that last year more than two hundred children attended the Sunday school?
- ... that twenty-four adults and teenagers received instruction and were confirmed by an Anglican bishop, or received into the United Church of Canada?
- ... that out of every dollar received in the offerings, seventy-five cents is used for missionary purposes of one sort or another? The remaining twenty-five cents may be used for local chapel expenses.
- ... that out of last year's offerings over \$1600.00 was given to assist with the missionary work of the Anglican, Baptist, Presbyterian, Lutheran and United Churches, and to the Canadian Council of Churches, the British and Foreign Bible Society, and Bursaries in Theological Colleges?
- ... That Bibles and New Testaments are available free of charge to service personnel? Dependents can purchase Bibles in the Book Room.
- ... That there is a Chapel Book Room which contains a variety of Bibles, religious books and pamphlets?
- ... That the chaplain is never "too busy" to have a chat with you? Office hours are from nine till noon Tuesday through Friday. These hours are set so that appointments, section visits and PMQ visits can be made in the afternoon.

## Chapel Groups

The Protestant Chapel Committee meets with the Chaplain once a month to discuss chapel activities and to authorize expenditures for the chapel.

The Protestant Women's Guild — a fellowship for the purpose of worship, work and witness, meets monthly.

The Sunday School — Classes will begin 29 September. There are classes for ages nursery to eleven years. Children 12 and over meet as a Junior Congregation.

Teachers are needed in all departments. Training classes will be held later this month.

The Chapel Choir — meets for practices Thursday at 8 p. m.

## Sunday Chapel Services

9 a. m. — 9.30 a. m. Holy Communion

9.45 a. m. (beginning 29 Sept) Junior Congregation

11 a. m. Divine Worship and Sermon

Sacrament of Holy Communion is also administered after the regular service on the first Sunday of the month. The Sacrament of Holy Baptism is administered to children on the second Sunday of the month. Confirmation classes for Anglicans and United Church personnel will begin early in October.

## A Note from the Library

by Esther O'Toole

If you have been at 4 Wing for a while, you probably know that we have a library stocked full of good books, and know just where to direct your feet in order to borrow them. But in case you are a new arrival, we should begin by telling you where we are situated.

The Station Library is in the same building which houses the Snack Bar, and the PX, but it has an entrance of its own. This faces in the direction of the Post Office, and is in the wing right next to the recreation center where you got your salk vaccine. Now what could be more convenient than that.

Every day with the exception of Saturday and Sunday, we are at your service from 1230 hrs. until 2030 hrs. (closed from 1730 to 1830). Why don't you make it a habit to drop in to your library during the week, and chose from our selection of over three thousand novels? You will find our shelves laden with reading material to suit every taste from the heavier 'War and Peace' by Tolstoy, to Kelly's literary masterpieces in the POGO series, with the best in science fiction, westerns and mysteries in between.

A two hundred dollar order was recently placed for new material, which should reach our shelves some time next month. Among the books ordered for your reading pleasure are:

The Bluenose Pirate . . . Capt. Frank Knight  
How To Speak Well . . . A. Priestley  
Tea House Of The August Moon . . . V. Snider  
A Guide to Communist Jargon . . . R.N. Hunt  
Sparkling Cyanide . . . Agatha Christie  
The Nun's Story . . . Katherine Hulme  
Easy To Make Outdoor Play Equipment . . . R.R. Hawkins

In addition to the many books in stock, newspapers from the major Canadian cities come in twice a month. We sincerely regret that it is impossible to have them in more often. Magazines such as 'Time', 'Life', 'Consumer Reports', etc., reach the tables as soon as possible after publication. You can also pick up an extra copy of the Schwarzwald Flieger, if you missed pay parade.

If you are planning a trip, are interested in stamps, games or maths, drop in to the Station Library, and browse around among the books. Remember, it is YOUR LIBRARY.

## Ladies and Gentlemen!

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# Aero Medical Aspects Of High Altitude High Velocity Aviation

by F/L J. G. Fitzgerald  
3 (F) Wing

Ever since the first pilotless V weapon dropped out of the summer skies over southern England there have been gloomy predictions regarding the future of manned military aircraft. Thirteen years have passed since then and although, undoubtedly, there have been great strides in the field of guided missile and rocket research, the piloted military aircraft is still a necessity and will probably remain so as long as electronic controlling devices lack the faculties of anticipation and discrimination.

If we assume the probability of another eight or ten years of manned flight it may be of some interest to those of us whose livelihoods revolve around aviation to examine some of the physiological problems which will need solution if man is to retain his seat in the cockpit of to-morrow's aircraft. Most people realize that modern flight throws a variety of physiological and psychological stresses on aircrew; not many are aware that because some of these stress loads are already approaching the limits of human tolerance more and more emphasis must be placed on body protection if full utilization of the man-machine combination is to continue to be effective.

To-day it is usual to consider man, plane and weapon as a weapons system. Looked at in this light it is obvious that the adaptation of the pilot's internal environment to his external or cockpit environment is an important factor in the successful accomplishment of an aeromission. Adaptation to date has been effected by a mixture of fitting the man to the machine and the machine to the man. Now we have reached the stage when no serious aeronautical engineer would consider submitting a design to manufacturers until he has considerable knowledge of its performance effects on the crew.

Already, from a physiological point of view at any rate, we have reached the cross roads between high altitude flight and "space equivalent" flight. If man is to keep his place in the aircraft, everybody connected with aircraft design and performance must realize this and stop thinking of space as something which starts 50 or 100 miles up. From the human angle the term "space equivalent" can be applied, justifiably, to altitudes of 50,000 feet and above. At these great heights there is no longer any atmosphere oxygen pressure left to maintain physical diffusion of this gas into the blood stream. At 63,000 ft body fluids start to boil because of the lack of air pressure necessary to keep them in the liquid state, and at 80,000 ft sealed cabins will probably be essential because modern methods of cabin pressurization would introduce excessively high temperatures and toxic levels of ozone.

## Respiration

Everybody, nowadays, knows that to maintain consciousness we are utterly dependent on an adequate supply of oxygen in the air which we breathe, and that the greater the distance we put between ourselves and sea level, the more inadequate this supply becomes. For flights of any duration above 10,000 ft, additional oxygen is necessary. This is supplied in modern aircraft by means of an aircraft oxygen system which meters out to the aircrew, the additional amounts required, depending on

the altitude, until, at 34,000 ft the air inlet in the regulator is closed completely and 100% oxygen is delivered. At altitudes above 40,000 ft 100% oxygen is no longer enough, and oxygen must now be delivered to the user at pressures in excess of atmospheric pressure to ensure adequate absorption by the blood. This type of respiration is called pressure breathing and, although unpleasant and tiring, it will allow aircrew to fly to altitudes of 48,000 ft and to remain there, usefully conscious, for short periods of time. At 48,000 ft the pilot has to breathe against a positive pressure of about 15 inches of water. This not only entails fatigue because of reversal of the respiratory cycle but also results in decreasing heart output because the higher pressure inside the chest causes increasing quantities of blood to pool in the most dependent parts of the body. Such loss of blood to the circulation results in syncope similar to the ordinary fainting attack with which we are all familiar.

Is 48,000 ft, then, the limit as things stand to-day? By no means. By adapting the machine to the man, engineers have partially solved the problem by the introduction of pressurized cockpits which maintain the crew compartment at a pressure equivalent to 30,000 ft or below. Unfortunately, however, cockpit pressurization systems are not without their frailties and rapid or explosive decompression may result from their failure. In the case of physically fit aircrew, explosive decompression per se constitutes no great hazard provided that the altitude of the aircraft at the time of its occurrence is not in excess of 48,000 ft. Above this, however, there is real danger because most aircraft oxygen systems are incapable of delivering oxygen under the pressure which such altitudes require and, even if they were, we have already seen that the blood circulatory system of the unprotected body would be incapable of handling it.

Obviously, then, a pilot flying an aircraft capable of much greater heights than 48,000 ft must be provided with some sort of second string to his bow if possible exposures to such critical altitudes are an operational necessity. Most air forces have been working on this problem for some years and, be it said to its credit, the RCAF Institute of Aviation Medicine was one of the first in this field.

The answer has been found to be a partial or a full pressure suit which, in the event of explosive decompression, will automatically inflate to counteract the sudden increase of oxygen pressure which an automatic regulator will deliver to the lungs and which will, additionally, counteract the tendency to blood-pooling by means of inflatable bladders or other form of pressure over the main pooling areas e. g. the abdomen and great muscles of the thighs and calves.

The RCAF partial-pressure suit consists of a rather "spaceman" type of pressure helmet, an inflatable waistcoat, an anti "g" suit and a pressure-gravity valve which is a type of metering device. In such a suit, with previous training in high pressure breathing, it is possible to ascend to and remain usefully conscious for several minutes at altitudes in excess of 75,000 ft. An important point too, is that this suit will prevent boiling of body fluids at altitudes above 63,000 ft.

It must be emphasized that this is an emergency "get you down" suit only, that it protects by functioning automatically in the event of cockpit pressurization failure at altitudes above 43,000 ft and, though at present undergoing flight trials, it is not yet available at clothing stores. Without such a suit a pilot exposed, to say, 54,000 ft has less than 20 seconds of useful consciousness at his disposal; with the suit he has several minutes in with to get his aircraft down to healthier altitudes.

The introduction of the pressurized cabin was hailed, quite rightly, as a major step forward in aircraft engineering. It reduced many of the risks involved in flight in diminished atmospheric pressures and greatly increased the operational comfort of the aircrew. At altitudes above 70,000 ft, however, the atmosphere is so thin that pressurized cabins will be a practical impossibility because of the excessively high cabin pressure-ambient pressure ratios involved. Even if suitable compressors could be found there would still be the problems of ozone toxicity and heat dissipation as compressors of this calibre would generate air exit temperatures in the region of 1000°F. It appears, then, that the use of the outside atmosphere as a source of breathing air, will no longer be possible at these altitudes. The sealed cabin with chemical, mechanical or possibly photosynthetic air generators and gas changers may be the ultimate answer to this problem.

### Cockpit Temperature Control

The struggle to maintain comfortable cockpit temperatures is nearly as old as aviation itself. During World War II the spectacle of aircrew in their electrically heated flying suits was as commonplace as that of the Sabre pilot in his anti "g" suit to-day. In modern and future aviation the emphasis is on methods of keeping aircrew sufficiently cool. Increasing aircraft speeds result in mounting heat loads on aircraft cabins due to aircraft-atmosphere friction and compression. For instance, it has been estimated that in an aircraft travelling at about 1200 mph near sea level the cockpit temperature would, if uncontrolled, rise to the stunning figure of 800°F. Long before aircraft design allowed men to fly to 55,000 ft meteorologists knew that temperatures up there would be in the region of -60°C. They knew too that if man could go higher, to 120,000 ft or so, he would find that things were beginning to warm up again. Now it has been estimated that at about 100 miles up the temperature is likely to be over 100°F. and that at around 400 miles up it may be in the region of 4000°F. Luckily these devastating estimates need not be taken too seriously because as ascent is made into outer atmosphere and space, the number of air molecules decreases so rapidly that heat loss or gain by conduction and convection become negligible. Radiation, alone, becomes the main means of heat transference.

High cabin temperatures are already being encountered at speeds in the region of Mach 2 and ventilating suits will undoubtedly be part of a pilot's flying clothing equipment before very long. These may be designed to be worn under a partial pressure suit or, more likely, they will be incorporated in the suit itself. Ram air cycle cooling systems may be superseded by liquid oxygen evaporation systems for flights involving altitudes above 70,000 ft, while at much higher altitudes controlled reflection — absorption of radiant heat by exhibition of suitable areas of dull or shiny surfaces is the method currently in favour.

### Vision

Those of us who have never had a trip to high altitude, have difficulty in understanding why aircrew experience visual troubles in the cloudless summer skies. It is pre-

cisely, however, the emptiness of the sky which is the cause of the trouble. Our eyes, like any of our other senses, need a stimulus to induce reaction. When the sky is empty of clouds above the horizon or of any other detail there is no strong stimulus for the eye to focus on infinity. Search of this type of empty visual field is greatly hampered by an involuntary accommodation of the eye to a point sometimes far short of infinity.

The empty visual field results, also, in impaired estimation of size, speed and distance. Objects, once seen appear so large that pilots are sometimes at a loss to explain why they had not noticed them much sooner; they may, too, appear to be much more distant than is actually the case.

It has been known for quite a long time that perception of an object is by no means simultaneous with exhibition of the object, i. e. there is a time lag between the occurrence and the perception. This time lag has been of no great importance to pilots in the past but it may soon be such a serious handicap that electronic seeing aids may be vital to the safety of the pilot and his aircraft. Recent research indicates that a pilot shifting his eyes from distant vision to an instrument inside his cockpit, recognizing what the instrument reads and returning his eyes to clear vision again takes on an average a little less than two and a half seconds to do so. To the captain of a slow transport aircraft this is no great length of time but to the pilot of an aircraft travelling at, let us say, 1800 mph, it means that while he was carrying out this instrument check his aircraft has covered over one mile. Again, if the pilot sights an object, another aircraft, for example, his own aircraft will have travelled nearly 4,000 ft before he can identify the object as an airplane. Remember that he still has to make up his mind what to do about it and, having reached a decision, he still has to carry out the appropriate control movements. These examples make it easier for us to understand why if two aircraft, both travelling at 1,800 mph, come out of cloud a thousand yards from each other and on a collision course, a collision would indeed occur before either pilot could take evasive action. Reduce the distance between the two aircraft to 500 feet — the same inevitable collision will occur but, this time, neither pilot will have seen the other.

A great deal of research into visual problems such as these is going on in the United States and in England. It is unlikely that much can be done to reduce the perception time lag mentioned above either by indoctrination or by any other means. There is little doubt, though, that increasing co-operation between the engineers responsible for cockpit and instrument panel lay out and the medical men whose job it will be to brief aircrew on this problem, will do much to reduce the load of electronic devices which will, otherwise, be required in the high performance aircraft of to-morrow.

### Acceleration

A force is required to move a stationary body or to stop a moving body. This force is measured in "g" which is the same as the acceleration of gravity. At 5'g' an unsupported object will accelerate at five times the rate it assumes in the earth's field; if 5'g' is applied to a supported body it is exposed to inertia forces which increase its weight five times. Acceleration, which is an increase in speed or a change in direction of a moving body, results in the application of 'g' loading on the body which shows itself by disturbances of the hydrostatic pressure relationships within the body. Dimming of vision, blackout and temporary unconsciousness may occur if the 'g' load is sufficiently great or the application time sufficiently prolonged. This type of body stress is probably the most common of the many stresses which high speed flying

entails. Anti 'g' suits, which function by allowing less gravitational interference with hydrostatic pressure levels in the pilot's body, help considerably in reducing acceleration stresses.

Because high speed aircraft, either jet or rocket propelled, require longer time to execute flight maneuvers, they prolong acceleration stress time and make increasing demands on the circulatory and nervous systems of the aircrew who fly them.

A Spitfire travelling at 300 mph could complete a 180° turn in about 14 seconds by pulling 3'g'. A modern jet travelling at 700 mph and pulling 3'g' would take about 30 seconds to complete the same turn and experts estimate that an aircraft capable of Mach 3 (2,000 mph) will need about 100 seconds for the same maneuver. These times can, of course, be lessened by shortening the radius of turn but this will result in much higher 'g' loading which the pilot may not be able to tolerate. Much research work into this problem is going on right now; the results so far tend to show that, using the present type of anti 'g' protection, man is not very far from his physiological limit for this type of stress. Giving but a maximum protection of about 2 'g' it looks as if the present anti 'g' suit is going to be of doubtful value in the aircraft of the future. Increasing the size of the inflatable bladders in the 'g' suit and thereby squeezing the subject tighter over a greater area is unlikely to yield much other than increased discomfort for the pilot. Altering the position of the pilot in his cockpit in such a manner that the forces of acceleration produce much less interference with heart and circulatory system e. g. by use of the prone position or a well marked degree of supination, may produce much more fruitful results.

#### Emergency Escape

As early as 1920 flight rules and regulations required aircrew to carry parachutes. Gradually as aircraft altitudes and speed increased it became evident that haphazard diving over the side had had its day. Towards the end of World War II the Germans were ahead in the field of forcible separation of the pilot from his damaged aircraft and shortly after this, Martin-Baker successfully completed their ejection seat. This type of seat was of considerable interest to physicians because of the physiological aspects of the gravitational forces involved. The most critical aspect of these high gravitational forces turned out to be rate of onset rather than their direction magnitude or duration. If the rate of onset is too high there is a distinct possibility of damage to the skeleton — a fact which was quickly recognized by the Martin-Baker company.

As in most of the other questions which we have discussed, increasing altitudes and speeds are raising new difficulties in this province also. Once an occupied seat is shot out into the airstream surrounding an aircraft, it is subject to decelerative forces of varying magnitude

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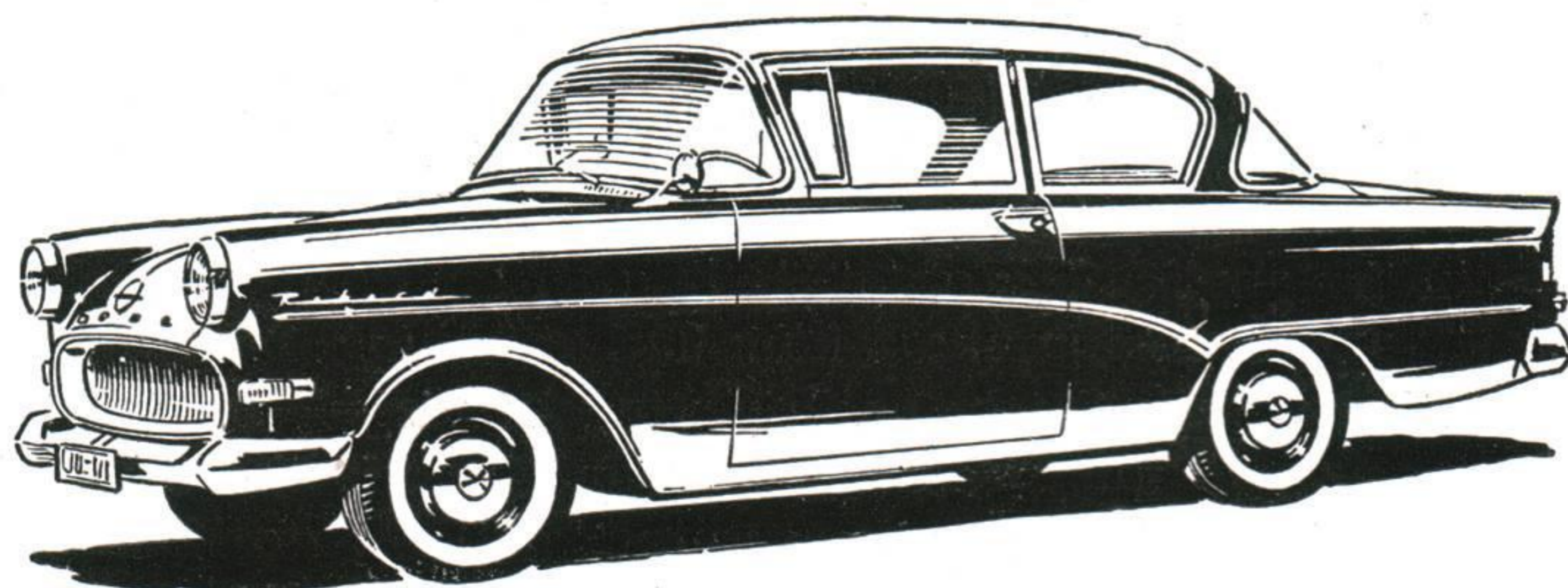


depending on the speed of the aircraft and the frontal exposure area of the seat. Here again, the human factor imposes strict limitations on the abilities of ejection seat designers and engineers. Man cannot tolerate linear deceleration involving more than 30 'g' without danger of injury while forces of over 40 'g' may prove fatal. These critical limits are reached as airspeeds approach 600 knots (equivalent air speed) using to-day's equipment.

Reduction of the drag of the seat by increasing the weight or opposition of the drag force by forward seat thrust, should, either separately or together, considerably reduce peak decelerative forces of high speed ejection. An alternative method, that of decreasing deceleration force by swapping for an increase in time of exposure of the escaping pilot is, at present, undergoing study.

Another unpleasant phenomenon associated with high speed — high altitude ejection is that of 'tumbling'. A rate of 160 revolutions per minute, with the heart as the axis of rotation, will render the average human being, lying on his side, unconscious in about 10 seconds. In free fall from aircraft the revolution rate is usually considerably less than that which will cause unconsciousness but even rates of 90 per minute or less may cause nausea and severe disorientation. Luckily, this additional hazard will probably be overcome by the use of drogue chutes and vane stabilizers.

The practice of riding a stricken aircraft down to safe levels before ejection may become more and more impossible as aircraft performance improves. Escape may have to be carried out at high speed and high altitude under conditions such as fire or loss of control. An ejectionable capsule which would allow the escaping pilot to retain his selected cockpit environment during the sequence of escape would appear to be the ideal solution. Unfortunately, because of the formidable engineering problems involved in the construction of such a device, there is little reason to expect that it will be standard equipment for a long time to come. There is no reason to doubt, however, that when it does appear it will be hailed by both the aeromedical people and the aircrew themselves, because it will relieve the former of many of their present obstacles and it will allow the latter to regain some of the lost joy of flying by ridding them of much of their cumbersome flying gear.



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# OTIGHEIM OPEN-AIR THEATRE

by Marie Bauert

Otigheim village, situated 3 miles from Rastatt on your way to Karlsruhe, has become famous ever since its village priest Josef Seier introduced open-air plays in 1907. The entire community joined his Theatrical Company, and all the village was a stage.

The first play, both produced and directed by Josef Seier, was to be Friedrich von Schiller's "Wilhelm Tell". With the aid of Josef Seier's ingenious ideas it was a great success, and soon Otigheim became so popular, that people came to see his open-air plays from all over Germany and its neighbouring countries.

The original form of the layout is elliptical, and there is room for approximately 3500 spectators. All seats are under cover, so the show is on, rain or shine, every Sunday afternoon from 1400—1800 hrs during the months of July, August and September.

Next to German classics the repertoire comprises a number of shows, which were written especially for the Otigheim open-air stage. The following plays have been

produced since 1907: "Elmar", a play representing Karl-Maria von Weber's "Dreizehn Linden" (Thirteen Linden). Then quite a number of biblical stories were reproduced, such as "Joseph and his Brothers" and "Paradise and Fratricide". In 1934 they showed celebrated works of German literature, also famous Viennese born Ferdinand Raimund's "Alpine King" and "Hater of Men", as well as Hebbel's immortal "Nibelungen" and "Agnes Bernauer", and Schiller's favourite "Joan of Arc".

After the second World War the founder and producer planned two new shows, "World Theatre" and "Otigheim Passion Play", which ran for three years with great success. This year they are celebrating the 50th anniversary by showing Schiller's "Joan of Arc", of which the poet said himself: "It will be immortal, because I had set my heart on it".

Tickets may be bought in advance at tobacconist Nagel's, Baden-Baden, Lange Strasse 3; at music dealer Essbach's, Rastatt, Kaiserstrasse, and at the Otigheim Volksschauspiele Büro (Office).

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## PACKING A PARACHUTE

When a parachute arrives in the Safety Equipment Section to be repacked, it is given a quick examination to ensure that no major repairs are needed, or that it hasn't been dumped in a pool of oil or something. The ripcord pins are pulled, and it is hung up to air for 24 hours.

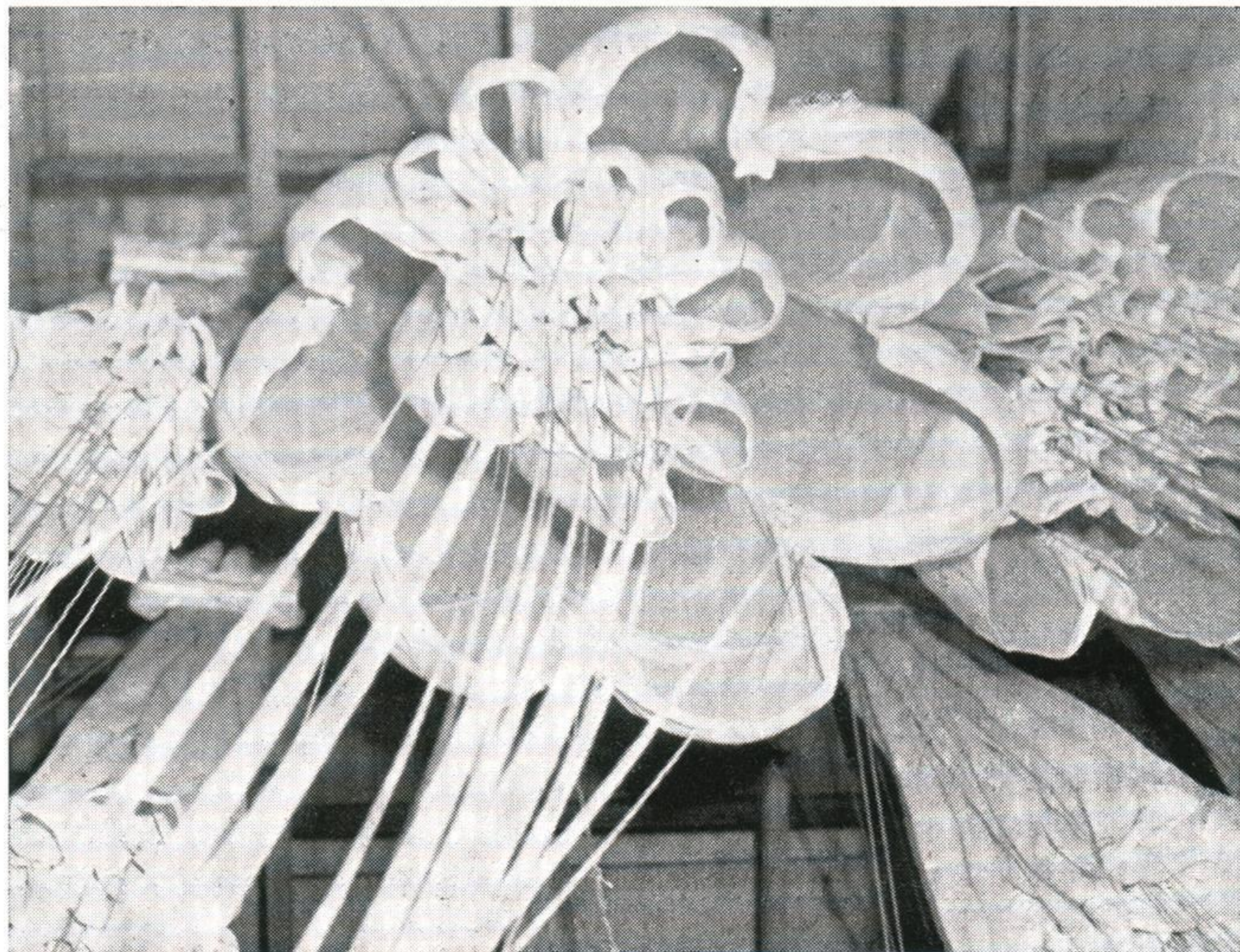
The room where the parachutes are hung is known as the well. This is a fair description, as it's very much like a large well except that instead of going down, the walls are built up about 40 feet. The more plush parachute wells have fans and heating apparatus, in an attempt to keep the temperature around 65° F, and the humidity low.

The chute is allowed to hang for 24 hours. This dries it and makes wrinkles fall out of the nylon. It is then taken down from its hook and extended on the packing table. The packing table is usually about 45 feet long, at one end is a fixed hook, at the other a hook on a cord and pulley. The chute is attached to these hooks and pulled tight.

At this stage of the game the log book belonging to this particular chute is lifted from its rack and examined to see if the last person who packed the chute has made any entries about things that should be given particular attention. Perhaps a stain on the canopy which may have grown; or perhaps they made a repair of some sort which should be checked to ensure that it's holding up.

A brief description here, for those who have never looked at a parachute. Imagine a sling of heavy nylon webbing on which you sit, having other pieces of webbing attached to it to prevent you from falling out, some of these being attached to a quick release mechanism so you can fall out if you want to. This is called the Harness. The release mechanism is known as the Quick Release Box.

The harness is attached from four points by 24 heavy nylon Shroud Lines about 14 feet long, to the umbrella shaped outfit called the Canopy. This is 24 feet in diameter and has a hole in the top. Don't worry, the hole is supposed to be there. The canopy and rigging lines are stowed in a canvas pack. There are about 70 square yards of nylon in the canopy.



Parachutes hanging in the well



Stowing the rigging lines in their pockets

Now the parachute is ready for inspection. Each of the 24 rigging lines is inspected, along with the gore of the canopy to which it is attached. Why the inspection? For broken stitches, pulled threads, rips, tears and stains. Anything that is not as it should be is rectified. As each gore is inspected it is neatly folded on top of the gore before it.

Next comes what we call the Service fold. This is basically the same operation as the previous one except that the rigging lines are placed in fingers to hold them in place, and the canopy is accorded into two piles. These piles are then smoothed out, the outsides folded to the centre and clipped in place with large clips very much like oversized clothes pins.

The rigging lines are stowed in loops in the pack cover, and the canopy folded on top, care being taken to remove all the clips and fingers.

The ripcord and automatic release are given a check to make sure they've not been tampered with, and then the sides of the pack are drawn up, and secured with a temporary ripcord. A small pilot chute is attached to the apex of the canopy, folded, and stowed under the flaps. The end flaps are pulled up and the ripcord is inserted thru the cores that hold the flaps in place. These cores are exactly that. They're sewn to the pack cover, pass thru grommets, and the pins on the rip cord hold them in place.

One of the pins of the ripcord is tied with a turn of scarlet thread. This later shows if the parachute has been tampered with.

The elastics on the side flaps are done up, the quick release box inspected, and we're finished. All that remains is to sign the log book, and another parachute is ready for service.

Still interested? When they're not too busy, the Safety Equipment Section has no objection to you coming to watch.



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# Garmish - from Roman Garrison to Recreation Centre

by Cpl Ray Haight



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All of us have read a great deal about the famous recreation center at Garmish in the Bavarian Alps. We have probably been there for a most pleasant week-end of skiing winter and summer, or just sightseeing, but it is not generally known that this resort has a very old history behind it.

Actually twin cities, this center is nestled comfortably, and most beautifully in the Wetterstein mountain range of the majestic Bavarian alps. Garmish-Partenkirchen, located some sixty miles south of Munich, were separate towns until 1935 when they were incorporated under one Mayor and council.

The earliest available records indicate that the villages began in the days of the Roman Emperors as a garrison for militia guarding the trade route from Venice to Augsburg. The road to Augsburg, was known as Via Claudi Augusta, and on an old map called 'Tabula Peutingeriana', the name Partanum was shown to represent Partenkirchen.

From the fall of the Roman Empire, the region was occupied by the Hajuvars until the tenth century when the Hungarians went on the rampage, and devastated the area. The oldest church in Garmish is more than 1000 years old, and bears on its walls some original frescos painted through the centuries by wandering Italian artists.

Although these facts are known, there is little historical documentation on the area until about 1250, when the region was purchased by the diocese of Friesing. From then until 1803, the people were ruled by the monks of this diocese.

During the 15th and 16th centuries, the valley flourished under the guiding hands of these monks, although one particular factor seems to have contributed considerably to its welfare. This was the expert handling of the produce by the Fugger and Welser families of Augsburg.

It was not until the last hundred years that the mountains gained any extensive popularity as a resort or vacation area, however since that time, many prominent people have come there to build their homes and settle.

With their financial and diplomatic influence, winter and summer sports facilities developed rapidly. Hotels and pensions were founded in ever increasing numbers, until today the tourist industry is the biggest source of income around Garmish.

In recognition of the wonderful facilities developing there for sports, Garmish was awarded the 1936 olympics, and the Olympic Ski Stadium, the Ice Stadium and the 4800 foot Bob Run were constructed.



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The recreation area for the Armed Forces was undertaken with a completely comprehensive program of summer and winter sports. The facilities, offered at extremely reasonable rates, are the best you can obtain. Hotels have been greatly improved upon, and new ones constructed there for our benefit, such as the Sheridan Plaza, the Green Arrow Inn, the General von Steuben and the General Patton. These offer modern, comfortable places to dine, with a tremendous cuisine, and splendid evening entertainment



One of the winter features in the area is the famed Casa Carioca Ice Revues which have been the starting place of many young people who have skated their way to stardom.

A visit to Garmish will certainly prove to be a rewarding one, with not only the best in modern entertainment facilities, but a glimpse at the world of a thousand years gone by.

## SAFETY ON AND OFF THE HIGHWAYS

by W/C Winters

This is the first of a series of articles designed to keep the basics of accident prevention fresh in the minds of drivers, in an endeavour to make Pleasure Driving Safer and Safe Driving More Pleasure.

The ideas expressed here are not just the opinion of the writer, but are based on information gathered and analyzed by the Ontario Safety League; the U.S. National Defence Safety experts; and various Insurance Companies.

It is claimed by these people, and rightly so, that the key to accidents is Driver Attitude.

Let us consider now, some of the factors which lead to successful performance.

**Skill:** Does skill alone mean safe driving performance? Definitely not. Ability plus Training equals skill. Further analyzed we find that:

**Ability** is the physical, mental and emotional qualities of the driver.

**Training** is the development of these qualities into smooth techniques in operating vehicles. Through training, a person with ability becomes a skilled driver. Considerable skill should be reflected in good driving performance, but let us define Performance itself.

**Performance** is the sum of skill plus or minus Attitude, with **Attitude** being the controlling factor. It is not how much skill has been developed, but the extent to which that skill is applied to driving.

ATTITUDE then, we find, is 'The Key To Accidents'.

What is Attitude? It is, in short, a driver's mental or emotional regard for himself; for others; and for the condition of his vehicle. A poor attitude usually takes the form of a driver looking for so-called 'legal' reasons why the other fellow, his vehicle, or driving conditions are in

the wrong. But since attitudes are **made** and not born with us, they can be corrected.

The extreme case of poor attitude is illustrated by the normally nice fellow, a perfect gentleman who is considerate in all respects, but **who gets** behind the wheel of his car, and transforms into a monster; a big guy in a great, big hurry. His faulty attitudes have taken control of him, and the machine he is driving.

Some of the individual Faulty Attitudes are these:

**Overconfidence:** Taking too much for granted. Having a serene confidence that the vehicle will always perform as he wills it, and counting on others to do the right thing at the right time.

**Impatience:** This is one of the most common of faulty attitudes. It is the state of mind of a driver who is always in a hurry, leading him to take needless chances. It suppresses good judgement, getting him into tight situations, resulting in violations, and inevitably — Accidents.

**Faith in Experience:** Another faulty attitude which is upset by facts. Experience is usually gained by having accidents, and not through training to avoid them. Experience develops bad habits as well as good ones.

**False Ideas:** Relying on guesses rather than on facts. False ideas of stopping distances, reaction time etc., are particularly dangerous.

There are many more Faulty Attitudes which include Self-righteousness, minimizing the seriousness of minor accidents and pride in a past record.

Not one of these attitudes is related to skill, yet collectively they cause more accidents than the lack of skill. They can be offset to a great degree by considering this;

Unsafe Drivers Expect The Best.

Safe Drivers Expect The Worst.

When asked what causes accidents, drivers usually reply with a list of such things as weather, road conditions, liquor, acts of God, etc.. Let us here, try to expose some of these.

**Weather:** Icy or wet conditions, fog, rain, etc., are merely adverse circumstances to which a driver must adjust his operation and speed even to the point of stopping until they improve.

**Road Conditions:** All adverse road conditions can be offset by the driver. He just needs to recognize the situation and caution himself accordingly.

**Liquor:** It impairs reaction, vision and judgement, and turns even moderate drinkers into handicapped drivers. Adjustment of speed and following distances could compensate somewhat for drink, but unfortunately impaired drivers take more chances than precautions. Liquor itself is not a cause — as long as it remains in the bottle.

**Acts of God:** This term can only be applied to natural phenomena over which the driver has no control, and no opportunity for adjustment; such as earthquakes, floods or cyclones.

None of the above factors are causes; they are all merely conditions resulting in accidents when a driver fails to adjust himself to them.

There are only **two** real **causes** for accidents, and they are:

1. The driver's failure to adjust to conditions.
2. Mechanical failure. (This should never occur with modern autos. With older ones, proper maintenance eliminates such a risk.)

The things to bear in mind are these . . . Unsafe practices lead to all accidents . . . Improved attitudes reduce unsafe practices which cause near misses . . . When the number of near misses is reduced, the number of serious accidents is reduced accordingly.

Thus ATTITUDE is the 'Key to Accidents'.

Items which will be discussed in future articles are The Pyramid Approach, and Who Are The Safest Drivers — Men or Women?

## THE SAUSAGES OF EUROPE

by Marie Bauert



Of all the many colorful sights we have seen while here in Europe, one which is bound to remain in our memories a little longer than most, is the sausage displays we have grown accustomed to in the windows of the meat shops. In no other place in the world can such a variety of one particular food be seen all at once.

Usually hanging in a neat row along the rear wall of the Metzgereis, we have seen them in their many shapes and sizes. There are long, thin, thick, short and curly specimens, in as many different hues as there are designs. Their pungent odour arrests passers by, and invariably we have had to take a second look to examine the source.

Perhaps if we were to learn a little more about the history and contents of these tasty morsels, we would be less hesitant about including them in our own diets, as have many thousands of Europeans, for many hundreds of years.

The oldest and most original type of sausage is the Blutwurst, (literally Blood Sausage, or known as Black Pudding). In olden times a soup prepared with pig's blood was extremely popular. In later times this was thickened with pieces of fat and meat, and sometimes even improved with boiled tongue and onions, then put into skins. They named this process sausage making, or 'wursten'. The word sausage has been in use since the 11th century, and has been derived from the latin words 'Salsitium' (Sausischen), and 'Farcimen' (Wurst).

History tells us that even the ancient Romans ate Blutwurst (Botuli), and in the year 800 AD the sausage was a subject of Byzantine Art, having been reproduced in gold many times. Everyone in the East Roman Empire of Leo IV (886—911) was loyal to the sausage except the ruler of the Orient. He was not the least interested in it, and even issued a proclamation which eventually resulted in its complete extermination. The Blutwurst defied the law however, until the invasion of the Turks in the 14th century made an end to its popularity in Eastern Europe. It has, however, remained popular to this day in the North, West and Southern European countries.

Another to suffer persecution was a delicious sausage made of pork or beef, and flavoured with various aromatic spices. This sausage, called Bratwurst, was made taboo in Saxony on Sundays and Feastdays for some unknown reason.

The extravagant sausage eating in France can be attributed to Elizabeth-Charlotte, wife of Louis XIV's brother, the Duke D'Orleans. Through her, these sausages became quite presentable at court, and for this purpose, they were refined, improved and produced in great variety. Their 'Mettwurst' is considered a specialty. This is made of 90% pork, and is quite similar to our devilled ham.

Then we have Schlackwurst (Bologna and German or Italian Salami), made from beef, pork and veal with spices

added, then smoke-dried to give it longer life. Leberwurst (liversausage) is another favorite dating back to the 13th century, conceived probably with the intention of suppressing the Blutwurst.

'Zervelatwurst', or Brunswick sausage is considered one of the better kinds of smoke-dried sausage, while one called Saveloy is generally more inferior. The best known 'Foreign' sausage is the Verona Salami, although few people know that it is made after the Schlackwurst recipe. Later the Italians made the same thing with Donkey meat. The name salami is derived from 'Slamoya' (brine).

Last, but by far not least, is the famous Frankfurter Würstchen, or Wiener Würstchen, the small, thin, lengthy sausages. The former is made of pork only, while the latter is made from pork, beef and veal (Frankfurt and Viennese sausages), and are eaten hot or cold, usually dipped into mustard.

These German sausages seem to possess a power of attraction. Their scent is pleasantly stimulating, and a mere sniff will give you a tremendous appetite.

An individual way to refine the delicious flavour of sausages is to accompany them with a glass of Mosel or Varnhalter wine, or perhaps with a glass of Germany's famous beer.

When eating out, you will find Germans wishing you Prosit! or Guten Appetit! These are wishes of good health, and a good appetite.

### A LOOK AT THE HISTORY OF RASTATT

When flying over Rastatt one notices the special markings of this region: the Black Forest mountains with their dark pine trees, the silvery waters of the Rhine river and the long range of the Vosges beyond it. A traveller coming to Rastatt by car or rail has very good connections via the Autobahn Frankfurt—Baden-Baden, Federal Routes No. 3 and 36, or the main railway line Frankfurt—Basel.

A visitor to Rastatt will be surprised to find quite a number of baroque style structures in this town, dating back to Rastatt's "grand epoch". The Margrave Ludwig Wilhelm, known as "Turkenlouis" had the town rebuilt after its complete destruction by French troops during the so-called "Palatine Predatory War" and set up his court in Rastatt in 1705. After his early death in 1707 his art-loving widow, Augusta Sybille, continued her husband's work. During her regency the stately baroque castle of Rastatt was completed. This was designed and constructed by the famous architect Domenico Rossi and contains an abundant variety of ceiling-paintings, stucco works, valuable frescos and sculptures. Unfortunately it is not yet possible for the public to see all parts of the castle, but everybody who has had the occasion to see the entrance hall staircase, the "Knights Hall" and the "Ancestors Hall" was fascinated by the beauty of forms and colours.

This impression is surpassed when the visitor enters the Schlosskirche (chapel of the castle), built in 1720—1723, which is a jewel of baroque architecture. Behind its modest facade with the coat of arms of Baden and Lauenburg (the Margravess Augusta Sybille was a born princess of Sachsen-Lauenburg) one would never expect such bounteous treasures of art.

Most impressive is the multi-coloured painting on the chapel's ceiling representing — in its centre piece — the finding of the Holy Cross by Empress Helena, to which the unknown artist gave the features of Margravess Augusta Sybille. — For the benefit of those who might want to visit the Chapel, here is a description of this scene:

In her old age the Empress Helena left the pompous Court of Rome to have a church built on Golgotha, where Christ met his death. Right after her arrival in Jerusalem

she started this project, assisted by the resident Bishop Makarius. When removing the debris, which covered the holy site after Jerusalem's destruction, workers excavated 3 crosses, all of similar shape, also some nails and stone plates with Hebrew, Greek and Latin inscriptions. One of these crosses was the one on which Christ had been crucified — but how could they possibly establish which was the right one? The enlightened bishop had good advice. He suggested that a noble woman in Jerusalem, who was about to die, should touch the crosses, and so she did. She touched two crosses, but nothing happened. But when touching the third one — the miracle happened and the dying woman recovered on the spot — the Holy Cross was ascertained. Praising God the Almighty for this miracle, the Empress knelt down with the pious bishop to pay homage to the Holy Cross. This touching moment was represented by the artist in his masterpiece in Rastatt's "Schlosskirche".

This chapel was designed and built by the architect Rohrer, who — after Rossi had fled the court — became his successor and finished the construction of the Castle. He had come to the Court from Bohemia, the Margravess' home and he also designed the little "Hermit's Chapel" and "Pagodenburg" (1715—1717) which is at present surrounded by a sea of flowers in blossom. From 1710—1712 Rohrer also built the summer residence of Augusta Sybille "Schloss Favorite" in a beautiful, romantic park area 5½ km from Rastatt. This summer castle is open to the public; all rooms still show the original setting and furnishing and contain a very valuable collection of china-ware.

The Catholic Church and the Town Hall also belong to Rastatt's "glorious past", as well as the 3 fountains on Kaiserstrasse, all built in baroque style. The "Alexius-Fountain" (named after a Saint who lived around A.D. 400), "St. John's Fountain" with the statue of St. John of Nepomuk (who lived at the beginning of 14th century) and the "Bernhardus-Fountain" (Bernhardus was the Margrave Bernhard, one of "Turkenlouis'" ancestors who lived around 1450).

In the subsequent decades, when the Court had moved to Durlach, Rastatt's face changed from a residential court into a "martial" look, when it became a fortress in 1843. This period lasted till 1890, when the main fortifications were demolished — a few remnants are still in existence: the Kehl Gate, the Karlsruhe Gate, the "Bastion" (now a refugee camp) and the fortress prison.

After Rastatt became an "open town" again, a prosperous era of industrialization and trade commenced, which — after a certain stagnation during and after the two World Wars — progressed to the present time, making Rastatt a business centre with a pleasant historical background.



## Kodak Retina Reflex

by Cpl  
Guy Dubrule



New models keep arriving on the camera market with bewildering rapidity, and often with no better reason than pushing the old ones out of style, like last year's automobiles. The new Kodak Retina Reflex with split-image rangefinder and brilliant ground glass focusing screen, however, seems to have been intended to advance a continuous line.

The Kodak Retina Reflex is the most advanced model of the Retina series: a genuine single-lens reflex camera of the 35 mm negative size. It features a full size ground glass screen, split image rangefinder, and built-in exposure meter with precision scale. Like all Retina models, this camera is very easy to use, and you have the special convenience of the ground glass screen: the screen shows exactly what the film will record, whatever the focal length of the lens you are using.

The brilliant screen image is upright, and completely free from any parallax error at all subject distances. When you shoot with the standard lens (6 element Xenon C F2 — 50 mm), the screen shows the subject in approximately natural size. You can focus the image either on the ground glass, or with the optically coupled split image rangefinder.

The precision scale of the built-in exposure meter gives readings of whole and intermediate light settings, an indispensable aid in colour photography. While testing this camera, I found that special caution had to be exercised while taking a light reading, as you could easily obstruct part of the meter with your finger, due to its position in the top right hand corner. I also found that this reflex had a very comfortable grip, the reason being that the lens is mounted slightly to one side of the camera centre.

The Retina Reflex, like all single lens Reflexes, does not permit continuous sighting of the subject before, during, and after exposure. When the shutter button is pressed the mirror reflecting the image upon the viewfinder field snaps upward, and the photographer is temporarily "blind". To wind the camera for the next exposure, pull out the rapid winding lever (situated at the bottom of the camera) in one movement as far as it will go, then let it shoot back into its original position. By this operation the lever advances the film, tenses the shutter, sets the automatic diaphragm, drops the mirror into place, and moves a metal capping plate to cover the film plane while the shutter is open for focusing. The noise of operation is at a minimum for this type of camera.



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# Canadian Current Affairs



**THE PETROLEUM INDUSTRY** — In a survey published by the Department of Mines and Technical Surveys it is indicated that the Canadian petroleum industry continued the rapid growth which was initiated by the Leduc, Alberta, discovery of February 1957. Prior to the drilling of the Imperial Leduc No. 1 well, oil production in Canada was only 19,000 bbl. a day from about 400 wells, and oil reserves had just reached the 72 million bbl. mark. At the end of 1956 there were 10,587 wells in Western Canada; the year's average daily production amounted to 469,959 bbl.; and liquid hydrocarbon reserves had grown to 3,129 million bbl. The size of the industry could also be measured by such statistics as annual production — 172, — 005,206 bbl. per day, and domestic demand for all oils — 719,697 bbl. a day. The increasingly large supplies of Western Canada crude oil have enabled Canada to improve its oil self-sufficiency position during the past ten years from less than 10 per cent to over 65 per cent, in spite of a three-fold increase in domestic demand for petroleum fuels. The Province of Alberta continues as the major crude oil producer. In 1956, Alberta's output constituted 83.7 per cent of the Canada total compared with 87.3 and 91.3 per cent in 1955 and 1954 respectively. Saskatchewan's increase in production gave this province a 12.2 per cent share of total Canadian production, compared with 8.8 per cent and 5.6 per cent in 1955 and 1954, respectively. Manitoba, at 3.4 per cent, showed little change from the levels of 3 per cent and 2.2 per cent reached in 1955 and 1954. The other established crude oil producing provinces — Ontario, Northwest Territories and New Brunswick — continued to account for less than 1 per cent of total Canadian crude oil production. A small output for British Columbia was recorded in its first year as an oil producing province. Value of production, at the well-head, was \$408,367,230 in 1956 compared with \$305,640,057 in 1955 and \$19,575,682 in 1947. Crude petroleum retained first place in value among mineral commodities, its value being \$110 million higher than that of copper.

**MONT-TREMBLANT MEETING** — The finance ministers of Commonwealth countries will meet at Mont-Tremblant, Quebec, beginning September 28 for a four-day conference. At this meeting, announced by Prime Minister Diefenbaker, the ministers will discuss Canada's proposal for a full-scale commonwealth trade and economic conference to be held in 1958. The Commonwealth ministers will come to Canada from Washington after attending a meeting of the World Bank.

**AIR SAFETY** — A "push-button" installation is now on order to help air traffic controllers handle the increasing number of planes flying the nation's airways, it has been announced by the Department of Transport. Called the "Altitude Assignment Apparatus" it is a system of "traffic" lights mutually operated by air traffic control centres and airport control towers to provide joint altitude control of airway traffic at specific points. Airport control towers are responsible for traffic direction within a 25-mile radius after which air traffic control centres take over. At present, traffic control centres and airport control towers relay altitude availability information to each other by telephone. Under the proposed new system, this information will be transmitted by controllers push-

ing buttons to activate green, amber and red lights on indicator panels at the center and the tower. The lights will show at a glance what altitudes are available for aircraft at certain "fixes" on the airway. The installation is expected to add to the safety and efficiency of air traffic control by reducing the time spent in telephone communications and enabling the controllers to concentrate on their essential task of traffic direction. At busy airports where planes have often to be "stacked" at various altitudes to await their turn to land, the additional equipment will prove a real boon to controllers, it was stated. Installations are on order for Montreal, Ottawa, Winnipeg, Goose Bay, Edmonton, Gander and Vancouver. They are expected to be operational at all points by the year-end.

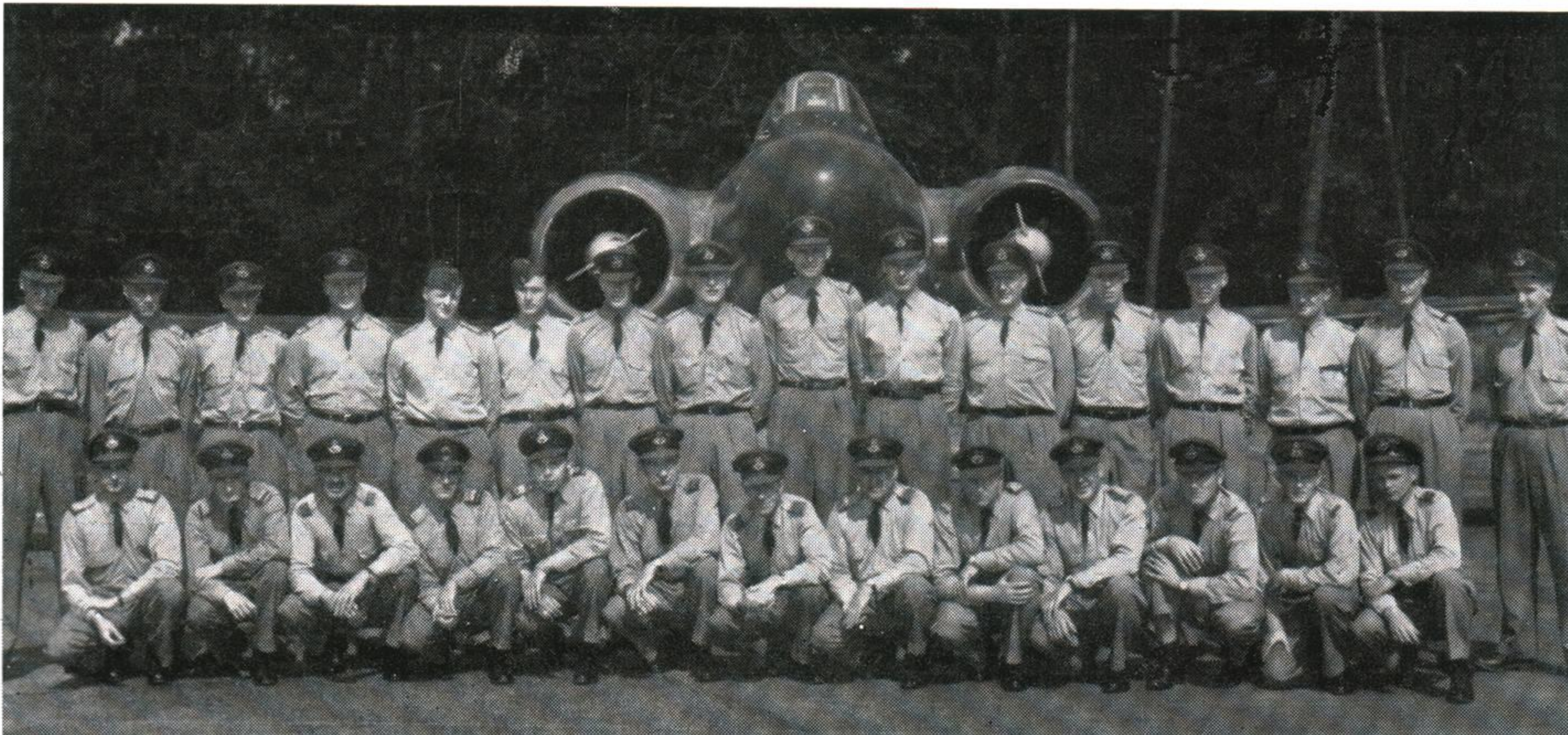
**INTEGRATED AIR DEFENCE** — The Minister of National Defence of Canada, Mr. George R. Pearkes and the Secretary of Defence of the United States, Mr. Charles E. Wilson, announced that a further step has been taken in the integration of the air defence forces of Canada and the United States. The two governments have agreed to the setting up of a system of integrated operational control of the air defence forces in the Continental United States, Alaska and Canada under an integrated command responsible to the Chiefs of Staff of both countries. An integrated headquarters will be set up in Colorado Springs and joint plans and procedures will be worked out in peacetime, ready for immediate use in case of emergency. Other aspects of command and administration will remain the national responsibility. This system of integrated operational control and the setting up of a joint headquarters will become effective at an early date. This bilateral arrangement extends the mutual security objectives of the North Atlantic Treaty Organization to the air defence of the Canada-United States Region. Mr. Pearkes also announced that Air Marshal C. R. Slemon has been appointed Deputy Commander-in-Chief of the Canada-United States Air Defence Command and will take up his appointment in Colorado Springs at an early date. He will vacate his present appointment as Chief of the Air Staff and will be succeeded by Air Marshal H. L. Campbell.

**RECORD RISE IN POPULATION** — Canada's population stood at 16,589,000 at June 1 this year, showing a rise of 508,000 or 3.2 per cent from the 1956 Census total of 16,081,000, according to the annual Census data estimates released August 1 by the Dominion Bureau of Statistics. It was the largest numerical increase for a year in Canada's history and compares with the high average increase of 414,000 for the five years 1951 to 1956. Major factor in the greater increase last year than in the preceding five years was the sharp increase in immigration to Canada since June 1 last year. Total number of immigrants in the twelve months was about a quarter of a million as compared to the peak year's figure of 194,000 in the years from 1951 to 1956.

**NEW JET ENGINE** — At Malton Defence Minister George R. Pearkes unveiled the "Iroquois", Orenda's new jet engine designed to power the supersonic Avro Arrow. The minister was accompanied by Air Marshal C. Roy Slemon, Chief of the Air Staff. The party toured the Orenda plant before the unveiling ceremony.



# Touring our Flugplatz



Back Row L to R. F/O Thomas, F/O Chmelyk, F/O Mac Donald, F/O Farmer, F/O Mawley, F/O Mortimer, F/O McLaren, F/O Pedde, F/O Lind, F/O Eichel, F/L Tullock, F/O Dale, F/O Froom, F/O Smith, F/O Francis and F/O Steard.  
Front Row L to R. F/O Graham, F/O Armstrong, F/L Olenick, F/L Nugent, F/O Cokerill, S/L Marsh, W.C. MacBried, S/L Boucher, F/O Kelly, F/O Howard, F/O Protz, F/O Cameron and F/L McLaughlaw.  
Missing. F/L Quickfall, F/O Massart, F/O Knight, F/O Mackenzie, F/O Field, F/O Mills, F/O Neilson.

### Aircrew

by F/O WR Graham

Bruce, our emblem moose and all his followers, namely the CF-100 crews of 419 Sqn have arrived in Baden-Soellingen to join the NATO forces of Europe.

The "Moose" Squadron as it is commonly called, was a top bomber squadron during the second World War and gained an enviable record prior to disbanding in 1945. It was reformed on 15 Mar 54 in North Bay under the command of S/L JA Watt.

In Jan 55, W/C "Irish" Ireland assumed the duties as OC. During the following months members of 419's CF 100 crews became a well organized team and went on in Jun 56 to win for themselves the coveted "Steinhart" trophy, emblematic of the most efficient All Weather Fighter Squadron in ADC.

In Sep 56, command of the squadron was handed over to W/C "Sam" MacBride and under his direction "Mighty Moose" came to Baden and 1 Air Division.

We include in this issue our Squadron song and a picture of the 419 aircrew, to help everyone to get to know us. Starting with the October issue we shall give you a series of short personality sketches of sqn members. And so, until then...

### "MOOSA ASWAYITA"

(Beware the Moose)

There's a lot of fine types in 1 A. D.  
From West Berlin to Gay Paree  
Some are straight and some swept back  
But nobody's got that bloody great rack but

Moosa Aswayita  
The roar of the old bull moose  
Moosa Aswayita  
Don't try to goose our Bruce.

The other jet sqns are turning green  
Cause they can't keep up with four nineteen  
Raised on a diet of kerosene  
Three parts rum and a flying machine.

419



SQN

Moosa Aswayita  
The roar of the old bull moose  
Moosa Aswayita  
Don't try to goose our Bruce.

There's a lot of Canucks that have  
Crossed the Rhine,  
But they ain't seen nuthin' till 4—1—9!  
Bruce is gonna mix his kerosene  
Mit a steiner of beer  
And a buxom Fraulein.

Moosa Aswayita  
Who now owns the Rhine  
Moosa Aswayita  
It's Bruce's own Four One Nine!!

From the Baltic Sea to the U-All States  
From AFHQ to the Pearly Gates  
Bruce is known, as you can see  
We're the favourite sons of the moose family.

Moosa Aswayita  
The roar of the old bull moose  
Moosa Aswayita  
Don't try to goose our Bruce!!!

### Ground Crew

by Cpl R Peever

We are pleased to announce that 419 is now in operation and we have been getting our kites off the ground. The ground crew has been giving the wing hospital a good business with at least four airmen entered due to crashes and ulcers. (Could this be due to new changes of climate and beer?). All the rain we are getting has caused the boys to ask where our good European weather is. Cpl Pearson is still trying to sell the bomb — it is now running on all four cylinders. Cpl Bessette is finally getting his new car. Everyone has heard his praises on this car for the past six months. The boys say Bonnie Daly's Porsche will do 35 wide open going down hill. 419 has now had its first taste of a German Beer Fest and everyone is looking forward to the Fasching season. Cpl Lacroix says that the Maintenance boys will challenge anyone on the station when it comes to horseshoes. LAC Murphy is a proud father for the first time and is now waiting patiently to see his daughter who is still in Canada. Cpl Stark's wife has just presented him with a baby daughter. It is rumoured around the hangar that some fellows have been losing money at the horse races. The boys of 419 would like to know where Connors gets his haircuts? FS Bailey has been offering to give lessons on how to drive a motorcycle. Ha.

**422****Sqn**

by F/O H Jacobs

As the September issue of the Flieger hits the presses, the members of the Fightin' 422nd are sweating it out trying to get 4 (F) Wing's start towards this year's gunnery trophy off in the right direction. So while you sit there in that easy chair enjoying numerous Tuborgs or Lowenbraus, just try to give us at least a fleeting thought, for we hope that when we touch down on the soil of 4 (F) Wing again the gunnery trophy will have at least started its move into the Wing trophy case.

In the B league Fastball series, with very few games remaining in the 57 season, the picture looked pretty gloomy for the 422 ball club. In fact our fight for the bottom playoff slot was in itself a small world series as T/Bird Flight and ourselves had to battle it out for 4th position. Fortunately our win here was just about all that was needed, apart from the support of our loyal fans, to help us through the semi-finals and finals. Headquarters saw defeat at our hands in the semi's and we went into the finals sparring off against a strong team from the ME section. The series was a best 2 out of 3 affair and in the opener we were trounced by the opposition. It is to be noted here that this was the first game we had lost since the arrival of our star pitcher F/L George Kercher. Determination and lots of support from the 422 fans saw the tide change in the second encounter and the team came through in fine style to win by a slim margin.

A sunny Friday afternoon was the time given to our final encounter and the team took to the field with more determination than ever. Though things got a little shaky in the first inning, the game leveled off from there on and when the last OUT was called the score read 422-6, ME-5. So the 1957 fastball series closed with the B league champions none other than the Fightin' 422nd — the team that just wouldn't give up. The team members are, Pitcher F/L George Kercher (8 wins, 1 loss) Catcher F/O Bill Ross, 1st F/O Pete Wittich, 2nd F/O Howie Jacobs, SS F/O Nick Kunitski, 3rd F/O Bill Jupp, LF F/O Con Platz, CF F/O Shirl Peck, RF F/O Paul Apperley and F/L Pete Semak. Also contributing to the final team standing were F/O Hank Henry, F/O Len Coleman, F/O Jake Mulhall, F/O Bill Clare, and our amiable coach F/O Gordie Lough. Congratulations to the team and its loyal supporters, and we'll be seeing you on the football field and hockey rink in the very near future. Another of the single chaps "took the plunge" during the month. This time F/O Merv Esch formerly of 414 (F) Sqn took on the chores of married life and we wish both Merv and the new Missus all the best in the years to come.

Latest rumour (not from Confidential) has it that the 422 may loose yet another of its most stalwart single men into the field of matrimony. This time, the story concerns F/O Jim Murphy. Apparently the "Missus to be" is a Scandanavian "sweetie". At this time we are uncertain as to the exact hometown of the young lady but we'll be checking the weekend trips for further information. If the present rate continues there is a good possibility that the single men's union (SMU) will have diminished to 2 or 3 members.

**444****SQN**

by F/O BC Bell

One of the busiest Augusts on record has just passed by for the fighting 444th after their holiday in that famous resort, Oldenburg. A very interesting 2 weeks were enjoyed by most personnel with Bremen and Hamburg receiving particular attention. (the nights are long!).

F/O's Jim Dobinson and Paul Charles were honoured guests at F/O Robert Wrather's housewarming in Baden early in Aug. PMQ residents were fairly impressed with how some of the living-out Sqn members get along in town as Wrather's is a real showplace. Peach bola was featured and after a suitable warming the house was vacated for the Altes Schloss where F/Os Dobinson and Charles were bade farewell. Triple four wishes them both the best of luck back in Canada.

F/L Bob Massier returned from the Fighter Leader's course in England. Also glad to be back for a tour is F/O Sam Allingham who spent a month on leave in Canada. F/O Egan Agar is doing a trip around Air Div explaining how much better things are here at 4 Wing.

Congratulations to F/O Bob Longhouse, wife and new baby daughter Pamela who joined the 444 hockey fan club this month (A competitor for Mrs Massier in the voice dept.)

The sport's news centres around the A league fastball team who are one game away from the station championship. Now that Sep has rolled around, Football and Hockey are in the planning stage as well.

#### 444 Hangar News

by Cpl Doug Heath

HALLOO DERE! Here we are with news and views from the Hangar. We missed the last edition of this Magazine owing to a little TD up north, where our boss acquired a new nick name S/L "SMOKEY" Archer; the boys also liberated a few trophies which now adorn the Dispersal, the Hangar smoke room, and the Cpls' Club. We had a pretty good time whilst up north despite the fact that all of us lost about 15 pounds due to the food being so "rich". The only man who came back to 4 Wing without losing a pound was Flab Gullickson. You fellas on 444 didn't know we had a Boxing Celebrity on the Sqn did you? Well we have, LAC Hearn, who went 10 rounds with a local boy up north, that was the only time the monkey lost a match. Hearn knocked him out in the 10th round or after the 10th round ("of beer"). News has reached us that George (Lucy) Bulger has finally got the posting he wanted, — Rivers Manitoba. Isn't love grand!

We in the hangar would like to take this opportunity to welcome to the Sqn all the new faces. Welcome fellas. Now we have said something nice about you, how about bringing our 15/16 socket back, Eh? We now have a new man in the tool crib LAC Speedie (Gonzales), he sure is doing a fine job, the only trouble is where does he go for the other seven hours and a half each day.

We have lost another wheel from the hangar in the person of FS Dunford who got posted to the Penguin Squadron (Wing Training Flight); hope you like your new job ("Chiefie") if you ever need a towing job for your new Ford call 137.

Speaking of 137 I have to go to work now so see you all next issue.



## Flashes from Training Flight

(Groundcrew)

By LAC Jackson

To start off this month the appearance of a gleaming white and yellow 1956 Ford was noticed by all the boys and the proud owner is Sgt. Patrick our "Irishman". Although Mr. Kent and "Shorty" Walker (both Ford owners) tried to talk him out of the deal Pat went through with it. Happy motoring Pat.

Also I heard that we're going to lose our "beloved" Sgt. Pat just got himself a transfer to triple 4. Wonder why they transferred you to such a Sqdn. Pat??? Well!! Maybe they're in need of a good N. C. O. to keep the guys in line!!! All kidding aside, it is a great loss for Training Flight and we wish you the best of luck on your new Sqdn.

Again this month there has been a change in the "T-Bird" kitchen. Scotty Gilmour is back on the line and has been replaced by "Denis THE menace" (Vicklund). It looks like "Vic" is having a hard time in there, as one morning the canteen was full of smoke and smelled burned bread. No wonder 14 slices of bread had been consumed and that not by the boys but by the **toaster**.

On Friday 23 of August a "Stag Night" was held in Soellingen at Gasthaus Löwen to bid farewell to three of our staff, WO2 Kent, Sgt Patrick and last but not least Cpl Jonassen who at the writing of this article is happily getting ready to get to Stn St Hubert. From what I heard he seems very anxious to get there. The evening went on good and a few renditions of songs from the boys and music supplied by our talented Mouth Organ player Ernie Kreutz which were appreciated very much.

We extend our warmest welcome to FS Dunford from 444, who will be replacing WO2 Kent. So, we hope you will enjoy the rest of your tour in 4 (F) Wing with The "T-Bird Flight".

By the time this article makes its appearance Transient Flight will have serviced their 4,000th visiting aircraft within 3 years so to those hard working guys: "Hats off". Well done Fellas!!!

I wonder what happened to Al (TURNER) Jones head?? Have you been visiting Soest lately Jones???

Al Mac Kinney and Marc Ethier went on leave to Copenhagen and Amsterdam, and by their comments, we can judge that their leave turned out to be very good. Welcome home "Fellas".

At the writing of this article "Tap Tap" Kreutz and our "human dynamo" (Dick Lasouski) will be on their way to Italy camping along the way weather permitting. Well!!! We hope you'll have a nice trip and that you'll come back all "genned up" about "Sunny Italy".

On the 21st of August Ed Friesen left 4 Wing to go to Le Havre to get his wife and family. We extend our warmest welcome to Ed's Frau and hope that she will enjoy her stay in "Sunny Germany".

Looks like it's closing time for me, so until next month: "Cheerio".

### OVERHEARD IN THE SECTION

Vicklund: "Can you fix this toaster for me??"

Al Turner: "Hair today gone tomorrow!!"

Al MacKinney: "Nothing like Copenhagen for "dolls"!!!"

Jack Ball to Jackson "Did John Pineau tell you anything about the nice parade we were on this morning??"

Bob Playfair looking at one of the a/c as he heard an odd noise from it exclaimed: "Where is Scotty?? I hear a „bagpipe" playing."

## Wing Training Flight

By F/O G. Dusseault

One of the less pleasant aspects of being stationed overseas is that the time seems to go by so fast.

This morning I was busy packing my essential equipment (such as one tooth brush, three Pogo pocket books, a carton of Exports (plain, as the PX still have no filters,) bottles of Canadian Club, and a bottle of baby oil (to use as suntan lotion as the PX found no requirement for suntan oil this summer at sunny Baden-Sollingen.) for my forthcoming trip with 4 double deuce squadron. F/L Seaman walked in and asked if I had my article ready for the September issue of the Flieger and I said "what, I just wrote one yesterday or the day before for the August edition". "Yesterday!" commented Jack, "that was a month ago, have another article before you leave tomorrow or else". See what I mean about time flying by.

When you've counted all your money this pay parade and picked up an edition of the Flieger, the author of this article as mentioned before, will be in the sun trying to absorb enough sunshine to warm up damp 4 Wing.

Also with 422 will be F/O Drover of W. T. F. When 'Guy returns to 4 Wing he will be the proud owner of a Karmann Ghia, one of the most popular car buys overseas.

F/O 'Pinky' Flynn is back from his honeymoon and is more or less settled in Baden-Baden. The first thing he did when he returned to work, was to go to the SAO's office and apply for extra risk allowance. He felt that all AF personnel living in Baden and driving to work every morning need this risk allowance. The personnel living in PMQs are probably not familiar with the daily 'Baden-Rally-race-course to the flugplatz'. This nerve wracking drive is really something, and upon reaching work, most participants of the 'rat-race' chain-smoke three or four cigarettes.

As Webb of Dragnet would describe it, here goes:

- Time 0802 I kiss the wife goodbye she laughs;
- Time 0803 I kiss the baby goodbye he cries;
- Time 0804 I pet the dog, he barks;
- Time 0805 I stroke the cat, it scratches me;
- Time 0806 I enter the car;
- Time 0807 I press the starter
- Time 0809 The car finally starts, and I am away.
- Time 0810 I wave and smile at the two cops at the Leopoldsplatz. Why? my speed — 15 Km/h too fast. They wave back and smile (smirk) and write my number down.
- Time 0811 — I go through three amber lights by Gerstenmiers; and another cop smirks and scribbles in his little green book;
- Time 0812 I approach a railway crossing, the gate is down. I stop and tune in 'Forward halt' on AFN.
- Time 0813 I whistle at a fraulein;
- Time 0813.5 She whistles back, what took her so long?
- Time 0814 The train passes and I commence on my journey;
- Time 0815 A French driver rushes out of the main drag right in front of me then slows down to 15 Km/h, I brake hard;
- Time 0815.5 I swear, also Tennessee Ernie Ford announces that the Americans and Canadians are the best drivers in Canada and the U.S. and A;
- Time 0816 A red light at Baden-Oos, also my favourite story teller Marvin Miller tells of the discovery of America by Leonardi da Vinci; I am suspicious, somethings wrong here, but I can't spot it;

**Time 0819** I am really moving, I pass a Jaguar, a 300 SL and then a Maserati. Car lights blinking behind me, I move to the right lane, An orange coloured Volkswagon — convertible passes me. A likely suspect, it must be that juvenile delinquent Pinky, with a "super-charged-afterburner-hot rod."

**Time 0822** I approach the Rastatt Flugplatz race course. I count 72 cars whiz by. I've had enough, I pull out onto the race course, forcing a car to hit hard on the brakes, either he has a new type horn or a very loud voice, because I hear this: "You crazy-idiot".

**Time 0826** Hugelsheim — I hit a heavy fog, I hear a crazy noise, the Hugelsheim express is in. I smell something in the smoke ahead, I swerve left. I am lucky, I missed a honey wagon by four inches.

**Time 0828** I arrive at the gate, an SP puts up his arm, I stop. I count 411 cars cross in front of me coming from PMQs. Privileged types.

**Time 0831** I arrive at "Confusion—Square" (Operations).

**Time 0832** I am on time again, Met briefing started two minutes ago. The Met man snarls as I light three cigarettes at once.

**Time 0835** My day's work is done now I can go flying and relax.

..... See you next month.

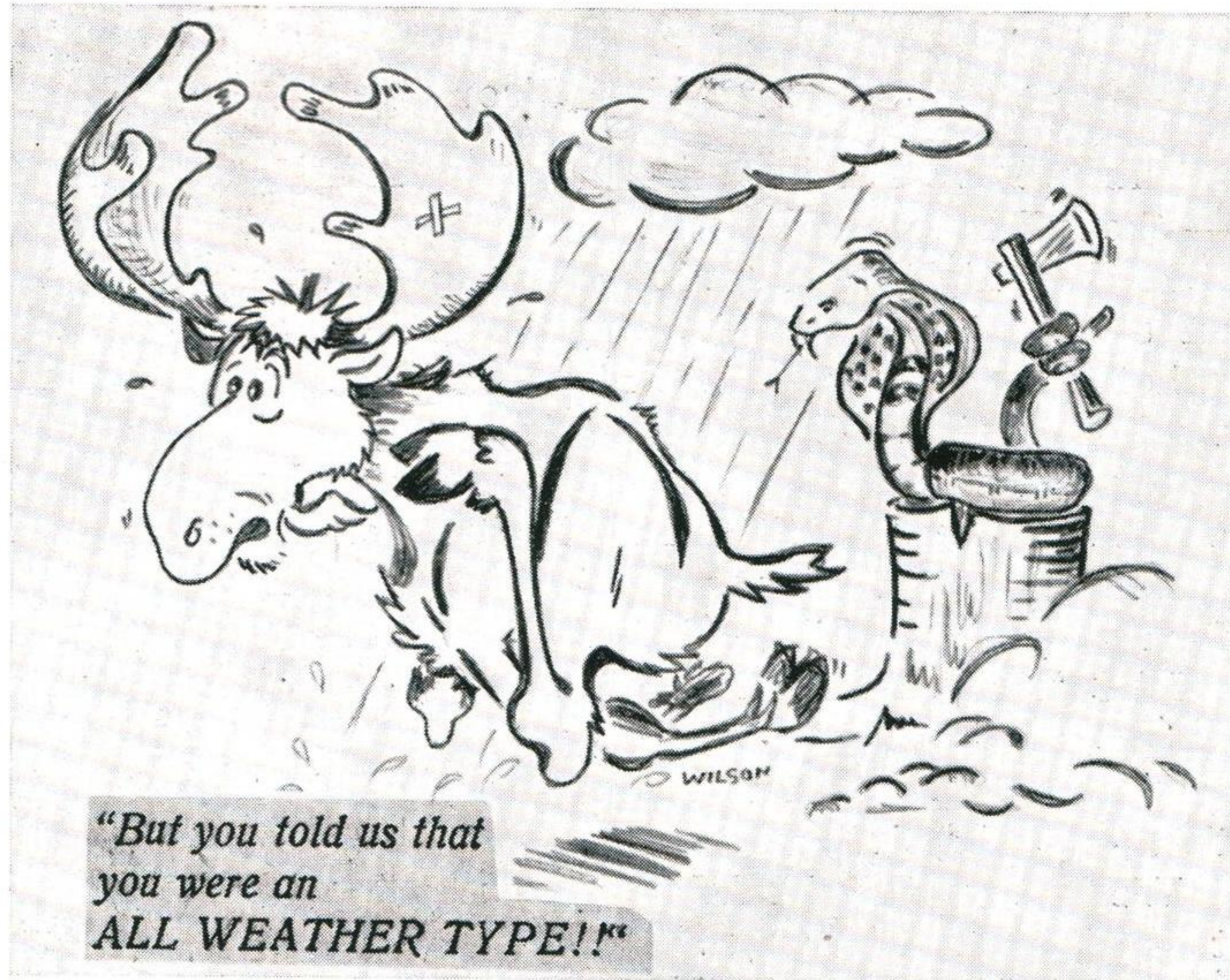


The four thousandth visiting aircraft to the Wing was this Germany Airforce T 33 from Furstenfeldbruck. The aircraft was piloted by 1/Lt Bill Pratt USAF and welcoming him is our new CO, G/C McNair. In white coveralls are LAC Neil and LAC Cyr of Transient Flight.

Our new CO, G/C R. W. McNair, DSO, DFC, CD did not waste time getting into harness. The day following his arrival at 4 Wing, he got his unit check out on the Tee and shortly afterward met 1/Lt Bill Pratt of USAF who dropped into 4 Wing in the 4000th visiting aircraft. The date was Friday, August 30th.

Lt Pratt is well known to ex-members of 414 (F) Sqn, and is an instructor of German pilots at Tursty Air Base near Munich.

Transient flight are justly proud of their efforts of meeting and servicing four thousand aircraft in a comparatively short period and in such a manner as to help make 4 Wing the most popular of the Canadian Wings.



## Smoke House News

by Cpl. W. Stratton

Making it short, I'll take the opportunity of introducing myself, Cpl. W. Stratton, and I sincerely hope to keep you well informed as to the goings on at the "Smoke House". This position was put to me in the form of a "request" and naturally I was more than eager to make myself available????

Seriously though, we'll say bye for now to Sgt. H. O. Miller who has accumulated a considerable number of commitments. You did a great job Harvey and I'm sure fellow workers and readers will think likewise.

On the first weekend of the month we had our welcome mat out for two badly needed Smoke Eaters to give a real boost to the Fire Hall strength. By way of Station Trenton, LAC and Mrs. Stan Litowski, hope both of you folks enjoy your stay in Germany and are able to look back and have pleasant memories of No. 4 (F) wing. Also, from Station Centralia came LAC Claude Gagne who won't be losing time in patronizing the local spots to keep a single lad from thinking of home. There are rumors in the section that Stan is a real hockey enthusiast, so we're looking forward to seeing a strong HQ team this year.

We have bid adue to LAC's Red Hill and Dan Kavanaugh who are wending their way to Bonny Scotland via London, Blackpool and Manchester, hope you make it fellows, if not, there is bound to be a tale for the next issue.

F/S Fulkerson and LAC Ken May and families just completed a grand tour of Denmark. From reports that have been heard a real holiday was had by all. Evidently this country with its summer resorts and gay night life should be a must on your overseas tour.

Seems I read an article in our last issue (or was it a challenge) from the horse shoe pitching staff from down yonder. Might have been the ME Crew???? We will make an effort to accomodate these pros if weather permits.

By the time this article has reached our readers we will have bid farewell to Cpl. Bob Hendry and family. A small section party, a small token in memory of the fire crew and No. 4 (F) Wing will help recall old times, Bob and we wish you the best of luck at Station Chatham.

Before saying Auf Wiedersehen, till next month a small reminder that may be a life saver to young and old — "To keep from growing old HAVE THAT NIGHTTIME CIGARETTE IN BED".

## Wing Armament

by "Al" Wilson

Things have been quiet around the section this month — the lull before the storm.

Perched high upon a stool playing a musical tune on an all too tired machine, "Vi's" thoughts are troubled. "Shotgun or bomb-truck which shall it be?" Our hard working typist finds it hard to choose.

On the lighter side (7 lbs 12 oz) we extend our warmest congratulations to Mr & Mrs Nyitray on the arrival of son number two. We wonder if he too will have a liking for flashy automobiles as his DADDY does?

LAC "Don" Turner the skeet shooting enthusiast, will soon be sailing back to CANADA (B. C.) where he will take up residence on Vancouver Island. What is this thing called "Civie Street"?

We lost another M&W Sgt last month with the departure of "Nick" Nickerson. We hope that you enjoyed your stay at Wing Arm't, "Nick".

LAC's Depatie and Davis have decided to leave us for 419 Sqn. If you hear any anguished cries from the dispersal don't be alarmed it's just a Mercedes and a Chrysler chasing a poor frightened moose in and out of the hangars. Cpl Sandford has moved from 419 Sqn to replace Ray and Kevin — he must be a good man.

Quite a few of the clan have been on leave during the (ha ha) summer. S/L Begg hasn't been around the building in a long while, I'll be he's sun bathing along the Italian Coast. "Big Ken" Madiuk has pushed off for Upper Slobovia (see Lil Abner) where he hopes to spar with some "Nogoodnicks". F/S Reid and family have just returned from a tour of the Scandinavian countries. I hear the weather was far better up there than down here. All the other fellows who have been on leave or are going on leave please get your articles in early. (A quality advertisement from the Flieger Committee.)

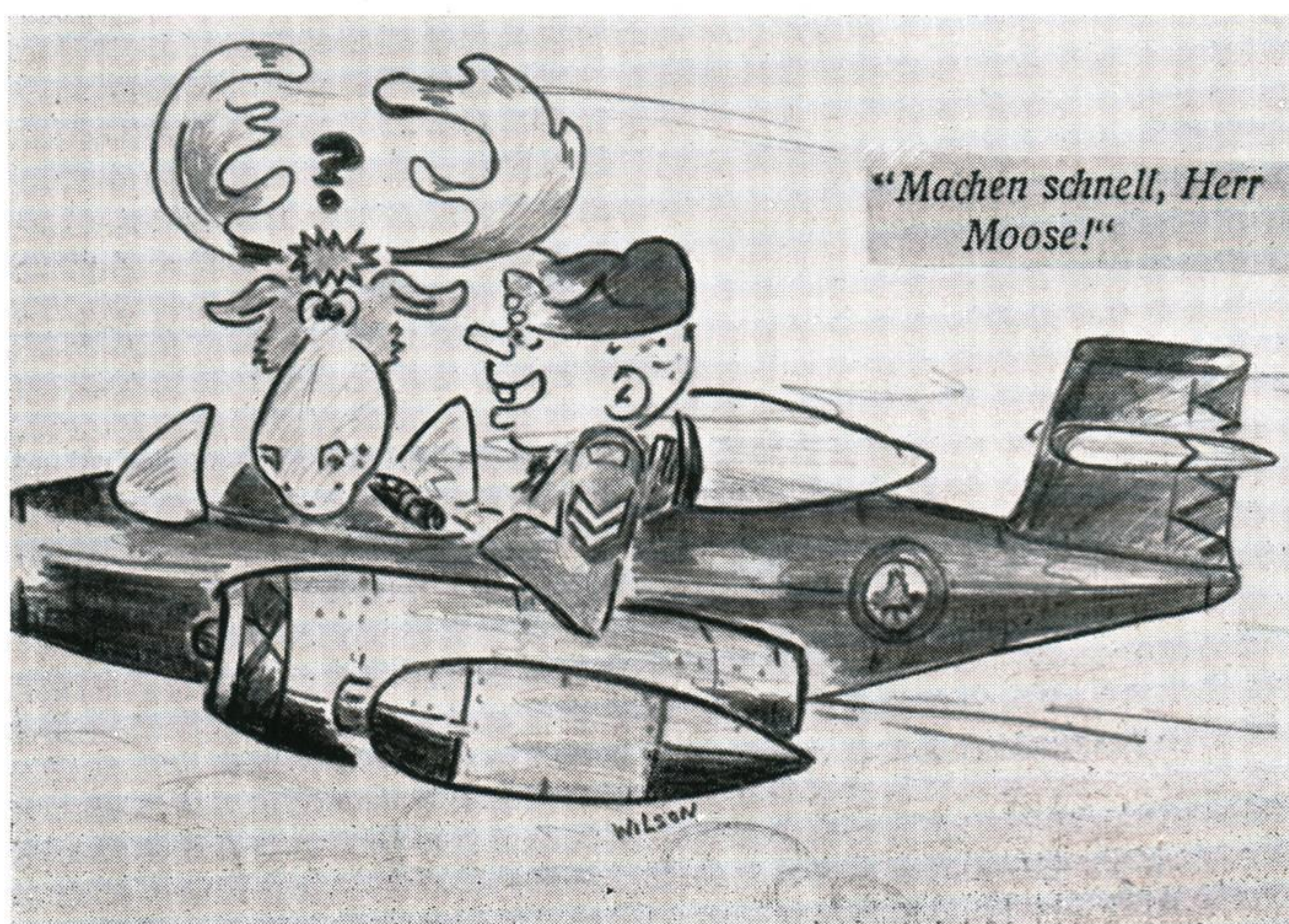
Trade advancement lectures are here again for M&W and A. S. T. Have we any volunteers for instructing? LAC Cheatley is learning all about car radios (the installation of) while LAC Levesque is having quite a time chasing gremlins up and down his antenna.

"The bodies or the brute?" That is the question these early mornings when the technicians only get a click from the monster.

"Hey, Flight, your wheel is wobbling!" Speaking of wheels, Smiling Schmidt's Used Cars is doing a roaring business.

FS Waller — a grey "bomb", Sgt Owen — A schwartz Mercedes mit Telefunken, LAC Boast — after all this time on the Mercedes soup-line, a 219.

REMEMBER this is September-three more months until Christmas!



## Telecom Gen

Cpl. E. Sherwood

The attention of all Airmen below the rank of AC2 Group 1 (P) is drawn to the following extract from QR's Vol 7 Chap 95 Para 51 Sub para 73 Part (ii) (amended by AFRO Part 8 Chap 58 Para 111, which was deleted by auth. AFHQ letter T42 U4ME undated and since re-amended under BNA Act sine die, hic, hoc, vive Van Doos), — which states — "... immediately prior to the transfer of all F/L Scotts to AFHQ a Tear Jerking Parade will be held in the Mixed Lounge (or other suitable venue such as hospital, CO's Office or any gasthaus).



F/L W. W. Scott

This will be a 100% Parade, including Stearne with his beat-up Plymouth (when he's put out his PMQ fire); Masyk with a new rear end; MacLean and son (congrats to you and Pat); Morrison with Bob Graham's old AF 4105; Bourget with repaired shoulder; Klepsh with Clearance Chit; Priestley without car; Compton with illuminated enlarged ME6; Styba with a lead-filled softball; Rushmer with a modified Opel dash (u/s); Hardinge, Fosty and Remphrey with used car price list; Loehr and wife (to be or not to be); F/O Stewart with Section inventories and complete set of 3rd mode, sub-harmonic, Y-cut assorted crystals (Austen discards). Right Guide and Marker will be Pozdzyk and McInnis (without McDaid's car) and their friend HRH as Supernumerary (mashies at the slope;) all Kelly's on TD at 1 Wing will be recalled (but the Hardstand will remain inoperative to preserve normality). Sgt. Marray will call the odds... er... roll.

During the singing of 'He's a jolly good (hic) Fellow' all ranks will assume the ceremonial Glassy-Eyed-Look and endeavour to stand, — this includes Foley. If the Speech is audible over the NE P/A the Duty Technician will arrange the necessary feed-back to provide the Standard 1500 c/s howl."

Right, — all that spiel was just to keep the Telecom standard of jollity and light banter in these Flieger pages. Now comes the difficult task of saying farewell to our popular. W. Tel. Officer, F/L Scott. There's not sufficient space here for me to extol your virtues Sir, but I can echo the sentiments of past and present members of 4 Wing Telecom by saying "thank you" for everything during your long reign at Flugplatz Sollingen. May you and our family enjoy a happy posting, — and, with many regrets, — 'auf wiedersehen'.

# FENDER BENDERS



By Fearless Freddie

We wish to take this opportunity to extend a warm welcome to all the new M. E. personnel; to those who are leaving we say "Bon Voyage".

It is not too early to mention a few of the up and coming sports as the summer is slipping away and the evenings are getting longer. The bowling teams will be getting lined up for another hard season, also curling is becoming quite popular. It is expected that there will be ice in the arena in early October.

It is hoped the M. E. personnel will make a very good showing as in the past, as the section has put forward very fine efforts. Come on boys, get in there and wet your feet.

There is also Hockey which is the high-light of the season, and we have had some very fine games, with terrific competition.

Our Boss Man and family has just returned from a two-week vacation in sunny Italy, where a good time was had by all.

Broken ankles are very popular with the M. E. ball players with LAC Hennessy being the latest. More jammy T. D. Cpl Knowles and Cpl Linklater off to Le Havre. How do you manage it boys?

And so another season of soft ball has ended with the M. E. section again hoping for better luck next year. It would certainly be nice to be able to end a season with the same players we started with. But postings come and players go, and few are transferred in. It was a much better than average season. We lost one game to 444 Sqdn and one to H. Q. ending up at the top of the league, but were forced to bow out to those Hatchet-Swinging Dark-Horses from 422 Sqdn in the final games.

We wonder where Sandi is going. He seems to be putting in a lot of time working on That Suitcase.

Drive safely — stay alive.

## 4 (F) Wing Rodeo News

by Newf

Once again it has been rodeo time at 4 (F) Wing. The three winners have been decided and are now getting ready for the trip to Langar where the Air Div. finals are to be held.

To be eligible to enter the truck rodeo, contestants must be accident free for one year both in service driving and personal driving. This in itself is no mean feat, for most people are aware of the hazards encountered during a trip to any of the other wings, or even in local driving.

After a morning of hard rain, the afternoon of Friday, Sept. 6th blossomed forth clear and sunny. At 1300 hrs., ten Airmen were lined up in two ranks awaiting inspection. W/C McBride, assisted by W/C Winter carried out the inspection, which in itself made a Wednesday morning inspection look like a passing glance.

Cpl. Vic Barnett ably handled the announcing chores, during which he gave out with some enlightening information on each of the contestants. He even carried out a verbal battle with the hangar types who happened to be enjoying some of their usual liesure time.

Each contestant was started off by F/S (six-gun) Fink who was the official timer. The course itself consisted of six obstacles through which the truck had to be piloted. One such obstacle was the straight line. This consisted of four sets of tennis balls, each set being the width of the dual wheels plus four inches. The four sets of balls are then placed 25 feet apart. The object is to drive through the balls with the right front, tire and the rear right duals, without moving any of them. This was possibly the hardest part of the whole course.

When all of the contestants had been through the course it was necessary to hold a tie-breaking run. LACs Pete and Pollack tied for first place with a total of 359 points. In the tie-breaking run, LAC Pollack came out the winner, taking first place honours. LAC Pete took second place, followed by LAC Buckland in third position.

As a grand finale winding up our Roadeo, we held an ME party at Buhlertal. During the course of the evening, the prizes were presented to the three winners by W/C Winter. All the prizes were donated by local firms, and the 3 skillful lads reaped in a load of wonderful loot. It seems that this must have been a good year all around.

To the other fellows who competed in the Roadeo, namely — LACs Ross, King, Turner, Kirkpatrick, Campbell, Fitzgerald and Tice, we offer our congratulations. Even though they did not win place or show, they were out there trying, and put up some real stiff competition.

To the three who did manage to win place and show — nice driving fellows. Show them how in Langar and get the trip to Canada to the driving finals in Toronto.

Thanks again for proving that

"SAFE DRIVING PAYS OFF".

## Supply Section

Cpl Skarbo is just a little too busy to write this month. At least that was the story he gave me. Perhaps he just couldn't get anything on any of this fellow workers... after all those things he's said about me I'll just remain anonymous.

Since the last edition Cpl Cooper and LAC MacPherson have arrived. Cpl Cooper is taking over Wally's job on AOGs. Like most married personnel he is beating his brains out trying to get a place to live so he can bring over his little Frau. All he wants is some nice dry place all on one floor with the rooms in a reasonable sequence! Then there is LAC MacPherson, not worried about a place to stay, but certainly overworked. Nobody has seen much of him since the first three or four days he was here as he's been hidden behind 419 types and vouchers ever since.

On the 9th Aug. the Supply Section had another of their outstanding farewell parties down in Umveg. With the help of a good many people, there was a fine collection under one table. Johnny Sequin certainly did his part to get the party rolling by mixing the drinks. Maybe the flavour wasn't the best, but when Freddy quits laughing for almost half an hour and Wally just stares straight ahead you can be sure there was some effect. As a matter of fact he only made one mistake, mixing his own the same way. Nobody can say Johnny isn't a good Deutch dancer — but it takes Roswitha for a partner. Then again we haven't got proof, as nobody was low enough to watch her feet.

S/L B. P. Giles started the presentations by saying a few words ("Take over Dave."). Then F/L Davies presented mugs to Sgt McKenzie and Sgt Huston making a very applicable speech. Well, after that we all had steak, snitzel or another drink while the orchestra played soft background music.

The ones who were lucky enough to stay heard Freddy run through his repertoire while the best voices in the Supply Section sang. When the birds joined in, the Gasthaus doors were finally closed on the best party we'd had since the one before.

In parting may I tell Lena she should never have eaten Sgt Leader's apple — after all, it was a gift.

### Camera Club News

by CPL Guy Dubrule

**FLASH** — Photography contest at 3 (F) Wing. It has been proposed by 3 (F) wing photo club to hold a photography contest during the last week in Sept or the first week in October, firm dates for deadline of entries and for judging will be announced later. Prizes will be for black & white division; first \$25.00 — second \$10.00 — third \$ 5.00. Colour slides division; first \$10.00 — second \$5.00 — third \$5.00. The rules for the contest are as follows:

- (1) Only members from photo clubs in the Air Division may enter.
- (2) The entry fee is .50 cents per contestant.
- (3) Black & white pictures are to be mounted, with the minimum picture size 8 by 10 inches. There will be no maximum size for pictures or mounts.
- (4) Colour slides may be either 35 mm or 2<sup>1</sup>/<sub>4</sub> by 2<sup>1</sup>/<sub>4</sub> size.
- (5) Maximum number of black and white pictures per contestant will be eight (8). Maximum number of colour slides per contestant will be four (4).
- (6) The judging will be carried out by the public attending the contest showing. They will cast votes and the one receiving the greatest number of votes (greatest — public appeal) will be declared the winner.

By this advance notice, it is hoped that enthusiasm will be aroused amongst camera owners from this Wing. Anyone wishing to take part in this contest, please get in touch with yours truly at Local 145 for final details.

### Wing Instromania

by The Scribe

I know not where the Flieger staff  
Gets nerve to print this stuff.  
Its point is just to make some laugh,  
But soon 'twill be an epitaph —  
To the victim of 'reader rough.

If Browning has his way I think  
The scribe will write no more.  
For if he does not steal my ink,  
He surely will not let me think —  
Unless it's of the hangar floor.

I am no poet, and these words show it, so I guess I'd better stop. Well, we had that party I mentioned last issue, and from all comments overheard afterward, it went well. A set of dice and a deck of cards provided most of the entertainment, and also went to prove that there are those among us who could fall into a honey-wagon, and come out smelling like a rose. When liquid appetites were filled, a delicious meal was served, which all but one digested. I think it not the least bit fair to mention names in this matter, because it probably was the direct result of funds 'donated' to the common cause over the card table.

It is for certain that the section wives were somewhat astounded to see their loving husbands walk in to their homes unaided, within twenty-four hours of the shindig. This, I guess is one more reason why the party could be termed successful.

It was discovered too late for publication last issue, that Paul Schwan was holidaying in Paris for a couple of weeks. He doesn't say much about the trip but he doesn't really have too, with that look on his face.

Passersby probably wonder at the parade of Instrument techs on the way over to the R. and I. each Monday and Friday, but it is easily explained. A couple of the boys are quite weight concious, and those tricky up and down scales they have in there make spirits soar with delight at the losses of some, and the gains of others. The only trouble is that the decisions are reversed every second time you get weighed. The biggest surprise of all was dealt out to Tiger, who soared up over 130 last week. Probably from that meal he ate.

Winco left the boys the first of the month, for a stint in the Canteen, which was to last all month, but he was back with us two weeks later. It seems that a board of inquiry was held to find out why there had been no purchases of canned coffee by that fund for two weeks. They discovered that our boy Griffiths had been using the same grounds his predecessor had left in the pot. Well, it was a nice try anyway.

Miller hasn't reached 180 yet, but he appears daily in the section and leans bleary-eyed against the nearest wall, flexing his Judo-built muscles. He won't say, but it is obvious from the look on his face that he is longing to be back in Maint.

New talents are being discovered among us almost every day. Last week it was found that our big one, Young, has exceptional abilities along the line of floor painting. It was a sight to see, to see him on the end of a broom. It would be a little better if he could put his broom-wielding abilities to use on the floor of our own little sweat shop. I guess that is enough on this subject or Rembrandt Young will be painting the walls with Ish.

There are several things this month, as there will be every month, which I have orders not to mention. I won't mention them beyond saying that they are Cullen's Amsterdam Doll, Anderson's Street-light escapades in Karlsruhe and Little Jimmy's Love-life. See, I never said a thing really, now did I?



ESTABLISHED 1842

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ESTABLISHED 1842

BREWERS OF THE FAMOUS "FAVORIT BEER"

## The Ground Defence Report

By FP Wilson

Training in the Ground Defence section is at its peak now with all the new personnel on the unit. The section would like to take this opportunity to thank all sections and squadrons for their co-operation in releasing personnel for the courses. There are a few airmen on the station who have yet to be brought in on course, but play it cool boys; as soon as we can fit you in on one you will be able to come down.

Continuation training is also underway in ABC Training. This is a one day refresher course that will be occurring every year for all personnel. Before we lose all the nice weather, (Ha Ha) we intend to have continuation training in Range Work which will only about an hour on the 25 yard Range.

Respirator Identification is in full swing again as our Section attempts to clear up the remaining personnel on the unit who have yet to have their respirators fitted with their Service Number. New arrivals on the unit who draw respirators from the Supply Section with identity tags already attached may be under the impression that their respirator is fitted with a serial number and it does not require further identification. That respirator is a reissue and must be refitted with the owners Service Number tag.

A new addition to our small group of stalwarts is F/L AR Reed, the new GDefO. Welcome to 4 Wing Sir. We all hope and your family dry out and enjoy your stay in Germany. Incidentally I hear you are quite a Curler, so look out BONSPIEL!!

In July, Cpl O'Brien proved to the rest of the section that there is still some life left in at least one of the Corporals. Congratulations O'Bie from all the section. Below is Cpl O'Brien's official announcement.

THE A.F. O'BRIEN PRODUCTION Co. LTD  
announces

THE 1957 O'BRIEN BABY BOY  
DARRELL WESLEY Model No. 2

Chief Engineer and Designer . . . A.F. O'Brien  
Production Manager . . . . . Berty O'Brien  
Technical Assistant . . . . . Dr. K.L. Collins

Model Released: — 0847 Hrs 13 July 57

### OUTSTANDING FEATURES

Free Wheeling — Economical Feed — Bawl Bearing — Streamlined Body — Water Cooling Exhaust — Changeable Seat Covers With Synchronized Movements

NET WEIGHT: — 8 lbs 2 ozs

F.O.B. 4 (F) Wing Hospital, RCAF Baden-Soellingen Germany.

The management assures the public that there will be no further new models released this year.

We are sure getting a collection of automobiles in front of our Building. Cpl Pitchford has bought a 1957 Blue-grey Station Wagon Isabella and it looks like F/L Reed's Bel Air is turning green with envy.

Speaking of cars, "Can anyone help Cpl Stuart". Stu is looking for a car. The name or model doesn't matter, but there are a few musts which are listed below: —

- a) Five new tires
- b) 1956 or 1957
- c) Colour; Passionate purple
- d) Perfect upholstery
- e) All accessories
- f) Insurance must be paid up until Sep 58 as his repat date is Aug 58.

The price must be between \$300.00 and \$400.00 payable on time over a twelve month period. (Any offers)???

FS Hargreaves and Sgt Acton have allowed their wives a holiday in the "Motherland" (UK). Both households are on a potato diet, and it seems there are seventeen different ways of serving potatoes. I understand they get recipes from new arrivals from Stn. Summerside.

Sgt "Willie K" MacDonald had his outlaws (I mean in-laws) visiting for a while from NEWFIE yet — Since he has returned from leave, he sure comes out with some funny expressions, but, then again he speaks very good Deutsch.

FS Fortune's household is settling down after being a harem for a while, and the Flight is just playing it cool. Yours truly has acquired his family a PMQ (at last) and what a difference from the "German Economy". Incidentally could someone please define that phrase for me??

Thats all for this month!!!

### Summary of Weather at Four Fighter Wing

for the month of August, 1957, as compared to August, 1956.

#### Temperatures

	August, 1957	August, 1956
MEAN MAXIMUM	73.9	70.9
MEAN MINIMUM	53.1	50.0
MONTHLY MEAN	63.5	60.4
HIGHEST	82.7	82.2
LOWEST	42.1	40.9

#### PRECIPITATION

RAINFALL	4.32 in.	5.24 in.
SNOWFALL	NIL	NIL
No. of days with measurable precipitation	17	19
Greatest amount in any one day	0.81 in. (13 Aug 57)	0.71 in. (24 Aug 56)

## L. Gerstenmaier • Wholesaler • Baden-Baden • Jagdhausstrasse 1

Car Sales • Customer service • Repair service • Phone 4933/34



PORSCHE

VW Standard . . . . .	Factory Price	3790.00 DM
VW De Luxe Model . . . . .	" "	4600.00 "
VW Export Model . . . . .	" "	4711.00 "
VW Convertible . . . . .	" "	5990.00 "
GHIA-Karman Coupé on VW chassis	" "	7500.00 "
VW Micro-Bus . . . . .	" "	6975.00 "
PORSCHE Speedster . . . . .	" "	2450.00 Dollars



# Sports and RECREATION

## DRAMA / CLINIC

On the 7th and 8th of August, Mr. Meiklejohn came over to 4 Wing to expostulate on Drama. This included, makeup, lighting, stage setting and general organizing. There were approximately a dozen persons attending this clinic and from the way they left the classroom muttering under their breath "To be, or not to be", one gathers that Mr. Meiklejohn certainly knew he was talking about. This clinic was not exclusively at 4 Wing, as all the units at Air Div had the same. This is part of a program for the whole Air-Force with an eye to the future when there is enough people with a basic knowledge, so that Stage presentation will become a reality. Besides, who knows? Someone may be discovered . . .



Mr Meiklejohn explaining the Do's and Don'ts of Drama.

## BASEBALL

The baseball season officially ended at 4 Wing last Sunday, as 3 Wing took the third and final game of the best of three series by a 6—5 count. Three of 4 Wings regulars, Sommen, Daigle and Fischer were with 422 Sqn in Sardenia, and their hitting and fielding could have made the difference . . .

**1st Game**—Breen of 3 Wing threw a no-hitter for 7 innings, but the Raiders connected for 4 hits in the final 2 frames, to score 5 runs. 3 Wing scored 3 runs on 7 well spaced hits off Frank McNeil.

**2nd Game**—3 Wing overwhelmed 4 Wing by an 18—2 score. Errors and a pitcher with a tendency towards wildness advanced 3 Wing into the Air Division final against 2 Wing, last years champions . . .

Coach McNeil wishes to thank the following members of the softball fraternity, who came out to fill the gaps left by postings and of course Leave — FO Trev White, LAC Johnny Melancon, LAC Norm Weston, LAC Ed Flanagan, LAC Jerry Eastlake and Cpl Ken Addies . . . Well done men . . . this baseball is not as tough as it appears. Honorable mention should also go to the season's regulars, Daigle, Fischer and Sommen, now on detachment.

Ron Renaud at Chatham, and Ken Hessian, Mic McNight, Cec Powell, Reg Heard, Frank McNeil, Muck Reading, Sandy Sandiland and Hensell, who no doubt will form the nucleus of next years team . . .

## SWIMMING

This is the one facility that can be used all year round, and is — mainly by the small fry . . . The second set of Red Cross swimming classes held for these same "Sammall Fry" has just been completed, which means that there have been over 300 children under instruction this summer. And that is no small job. As anyone who happens to own one or two of these will guarantee you.

In August there was an Air Division competition for the children, and the representation from 4 Wing missed taking first place honors by **one** little point.

On 27th and 28th September there will be an Air Division Swimming tournament at 4 Wing — This time for the Adults. The Rec staff are still looking for entrants, for the team events include, Free style, backstroke, Breast stroke, Relays and diving . . . All persons with webbed feet are asked to call Local 65 . . .

## FAREWELL

It seems that every so often we must bid adieu to one of our fellow compatriots, and this month it is Sgt Ed Haddad of the Recreation Section . . . Ed, who is sailing on the 18 of this month for Stn LAC ST DENIS — via Canada, is one of the originals of 4 Wing, coming here in July 53 . . . He was here when the recreation facilities included a small gym (then used part time as the kindergarten) and the open air swimming pool. To-day as ED leaves, there has been quite a change — much of it due to his untiring efforts . . . the ice arena, the enclosed swimming pool, a theatre second to none in Air Div, first class outdoor facilities, a new addition to the Sports Palace and general improvements along the line. During his stay here, Ed has served as PMC of both the Airman's and Cpl's Clubs, and in the last 3 months as secretary of the Sgt's Mess. He has fostered boxing and archery, the latter quite successfully . . . and so Ed, Auf Wiederseh'n from one and all, and best of luck and good wishes during your tour at LAC St Denis . . .

## SOCCER

As the German league opens for 1957—58 we are in the throes of team-forming due to the departure of many of our stalwarts of yesteryear.

At press-time we have played our first league game against Schertzheim where we met an inglorious defeat of 8—1; — this sort of thing should soon be rectified however when we provide these Deutsch referees with little books of rules.

Fine feathers make fine birds —

*and ladies and gentlemen wear*

Our tailormade suits are first class

Rastatt · Kaiserstrasse 16

**Heindorf**  
KLEIDUNG

During the Summer (I use the term loosely) the Sabres played quite a number of Fest games against local sides with mixed success, — we fare particularly well in the Rastatt area, having won our last three games there. We're in for lots of Soccer soon, what with this German league and the Air Division championship games and friendlies against RAF, French Army and German teams. So, if you are at all interested in Soccer (THE coming game in the World) come out on Wednesday evenings at 1800 hours on the Station ground and join in our practice sessions, — we're always in need of enthusiastic participants. — See you there . . .

#### Intersection Fastball

#### "A" League

At time of writing, the "A" League is still waiting on the weather man to provide suitable climatic conditions, in order to complete the final play-offs. Headquarters, who lost but one game during the regular schedule, and won the two semi-final sets in four straight, dropped the first game of the finals to their old nemesis 444 Sqn by a 17—16 count. 444 were given a bye into the final, as they were at Oldenburg on operations during the semi-finals.

Meanwhile, the Headquarters nine journeyed to 2 Wing

as 4 Wing representatives in the Air Division Intersection playoffs, and were eliminated by a 5—4 score in a game which required 14 innings to complete. The locals were down 3 runs in the final inning, and trailing 4—1. 2 singles, a double and an Air Div error tied up the game. Darkness called a halt to the game at this point, and the game was completed the following day. The Air Div entry went on to win the trophy, defeating 1 Wing in the final round.

#### "B" League

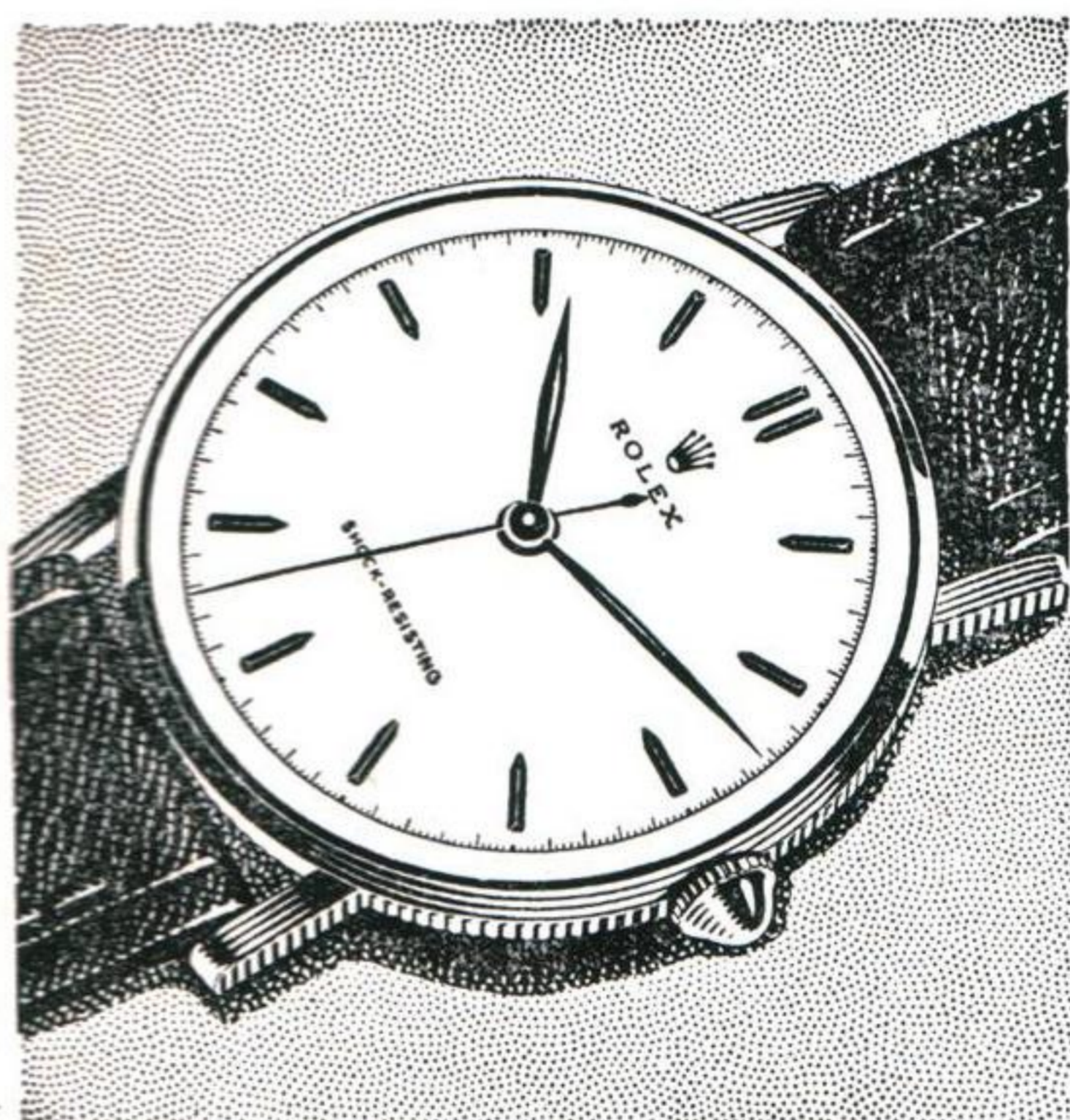
The "B" League provided perhaps the closest competition among the teams, as 3 teams ended in a tie for first place. ME, Headquarters and 444 Sqn completed the season with identical 7—2 records. Meanwhile 422 Sqn won their last 3 league contests to pull into a tie with T/Flt for the fourth and last play-off berth. They eliminated T/Flt, and went on to upset Headquarters in two straight, to enter the final against the ME, who had trounced 444 Sqn in two games.

ME won the first game 22—7, and virtually everybody except 422 Sqn had conceded the championship to the Fender-Benders. 422 won the second game 7—5, and took the third and final game by a close 6—5 margin . . .

Congratulations 422 . . .

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