

Schwarzwald- Flieger



VINTAGE AND HARVESTING TIME (COVER STORY PAGE 1)

PUBLISHED BY
4 (F) WING RCAF



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G E R M A N Y

VOLUME IV · OCTOBER 1957 · NUMBER 10

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This
Month's
COVER
STORY

Photo by
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Vintage and Harvesting Time
by Marie Bauert

"In Vino Veritas"! — "There is Truth in Wine"!

October is the wonderful season for grape-harvesting, and you simply must go to Neuweier when the grass withereth, the flower fadeth, but the wine groweth. This is also the time when the wine, not yet fermented, tastes sweetest and prickliest.

Neuweier, formerly called "New Wylre" (New Hamlet), the vintagers' paradise, gently inclines from the Northern Black-Forest Mountains into the Steinbach valley, precisely halfway between Baden-Baden and Bühl. A mere six mile drive will take you from Baden-Baden, via Golf Course — Varnhalt — Steinbach to this delightful village of old world charm.

No wonder they call the road "Badische Weinstraße" (Baden Wine Road) since it passes amidst the gently sloping grapevines. Having arrived at the highest peak, on entering a glade you obtain an indescribably beautiful view across the vineyards of the "Goldene Au" (Golden Meadow) down to the Rhine valley, across to France, Strassbourg and the Vosges Mountains.

Another two weeks from now, and the wine harvest will be in full swing, and with it the annual vintage celebrations. The festival procession unfortunately had to be cancelled this time, on account of foot and mouth disease; this, however, will not impede the jovial dancing and hilarious singing of the community and visitors of this



Wine Festival Procession



Filling the bottles

Schwarzwald-Flieger

(Black Forest Flyer)

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Lange Strasse, Phone 47 44

internationally famous spot, neither should it stop you from paying them a visit, and taking the opportunity of tasting some of the world's most delicious, pleasant-to-drink "liquid sunshine", as they call it here.

Elisabeth Huber, of Neuweier, the beautiful German Wine Queen of 1953, is inviting you again this autumnal season, to taste such precious drops of golden wine as the "Neuweierer Altenberg", "Gänsberg", "Mauerwein", "Eltzenberg", "Kellerberg", "Schlossberg", "Spätlese", and if I may suggest the most delicious of them all, I would say: Try their "Traminer", which won the Gold Medals of Paris, Chicago and Berlin and you will not regret your trip. Yet another favourite is the "Affentaler Rotwein" (Monkey Valley Redwine), which is also cultivated on these very slopes, declining towards Affental village.

So welcome to the idyllic hamlet at the foot of the

OUR COMMANDING OFFICER



G/C McNair

In August 1957, Group Captain R. W. McNair, DSO, DFC, CD, assumed command of 4 Fighter Wing, having served the past four years as Sector Commander No. 1 Sector, Air Defense Command.

Born in Springfield, Nova Scotia, 15 May 1920 he began his colourful Air Force career in 1940 with EFTS at Windsor Ontario. He graduated as a fighter pilot in March 1941 and served in England with Fighter Command. A year later he was sent to Malta and returned in time to take part in the Dieppe raid. In all, during WWII he was credited with 16 enemy aircraft, getting eight of these whilst in Malta, four of them in one day. His decorations

include the Distinguished Service Order, and the Distinguished Flying Cross with two bars.

In 1944, he was married to Miss Barbara Gwendoline Still in London.

His return to Canada placed him Directorate of Air Operations at AFHQ and then Commanding Officer at Lachine until 1951. At this time he was sent to Japan as Liaison Officer to the United Nations Supreme Commander, and Air Attache to the Japanese Government. Completing this transfer, he returned to Canada, to Lac St Denis, PQ., and was promoted to his present rank in January 1956.

G/C McNair is a graduate of the RAF Staff College and the Empire Flying School.

MESSAGE FROM THE COMMANDING OFFICER

As your new Commanding Officer, I welcome this opportunity to greet all personnel at 4 (F) Wing, Baden-Soellingen.

It is with considerable pride that I take up my new duties. I feel greatly honoured to have the privilege of serving with this outstanding unit forming a part of the North Atlantic Treaty Organization European Air Defence Forces, whose role it is to protect the sovereignty and the peaceful aspirations of the Western nations.

I look forward to the next three years, confident that the quite enviable operational capability and general high standard of all personnel will be maintained.

G/C R.W. McNair.

(Cover Story — continued from page 1)

Black Forest Mountains, surrounded by garlands of grapevines! Towering above either side of the village are the remains of the ancient fortress "Yburg" (Fort surrounded by Yew-trees), dating back to the year 1200, and the "Schloss Neuweier" (Neuweier Castle), complete with drawbridge, moat and turrets, from 1615.

Here is another poetized drinking-song, to add to your collection:

When glancing at my glass of wine,
Your bright blue eyes I see,
Your lips so tender, sweet and fine,
A mirage seem to me.

Hurriedly I sip and drink,
And kiss you in the wine,
Face to face we're on the brink,
Will you be ever mine?

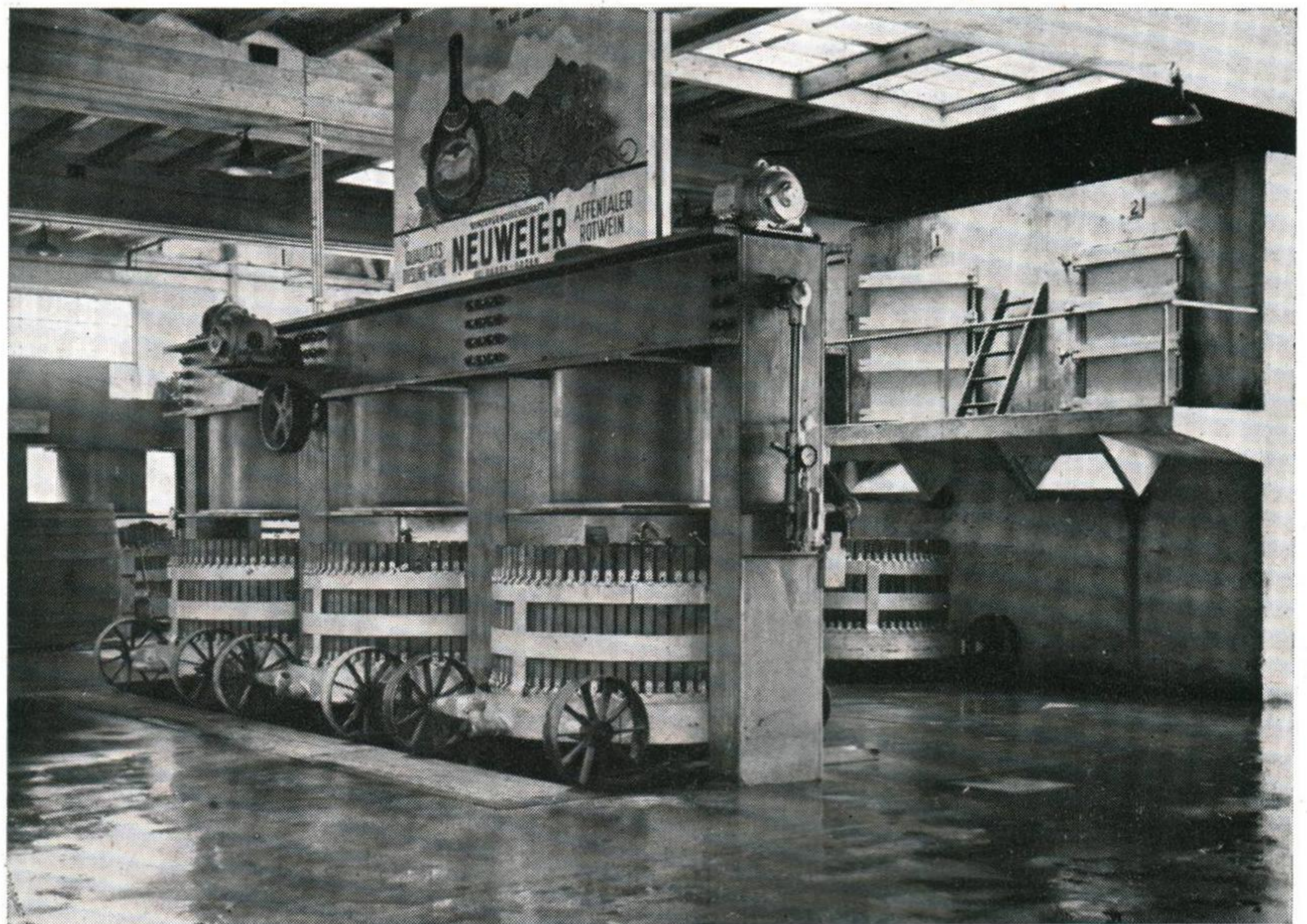
So quickly I refill the glass,
And drink your face so cute,
It's all your fault, my own dear lass,
That now I'm dissolute.

In jedem vollen Glase Wein,
Seh' unten auf dem Grund,
Ich Deine hellen Augelein,
Und Deinen süßen Mund.

Da trink ich schnell und warte nicht,
Und küsse Dich im Wein,

Auf's neu zu schau'n Dein Angesicht,
Schenk' schnell ich wieder ein.

So füll' und leer mein Gläschen ich,
Und trinke immer zu,
Nennt man mich nächstens liederlich?
Die Schuld, mein Schatz, hast Du!



The wine presses

FOUR O'CLOCK ISN'T NECESSARILY TEA-TIME

by H.L. Barnard

The hands of the big clock have no sooner registered four o'clock when the clean note of a bugle cuts through the hot afternoon air to signal the beginning of another corrida, or bull-fight. A messenger, dressed in 18th century costume, gallops across the ring, looks up towards the judge to ask formal permission to open the spectacle. The band, seated high up near the rim of the great plaza, burst into a lively paso doble or two-step; the gate opens and the matadors march with an air of quiet intensity towards the judge's box, followed by their colourful retinue. There are three matadors, who will each face two bulls that afternoon, the most senior walking slightly ahead of the other two. Each knows which animals he is to fight for earlier in the day there was a drawing of names to determine this. They halt below the judge's box, make their bows, and then the ring is quickly vacated. The big, red painted gate leading to the pen under the stands is swung open and something blacker than sin, as big as a cathedral and faster than a Mark VI Sabre hurtles from the gloom into the brilliant light of the ring and doesn't stop until he has driven his horns into the barrier on the opposite side. Then one or more of the helpers begins to test the bull with some loose and easy passes with the cape, while the matador watches closely from a nearby point. These few opening minutes show him how well or badly the bull charges, something of his bravery or lack of it and, very important this, with which horn he prefers to hook. Now begins the first of the three main stages of the spectacle. A picador (or lancer) mounted on a horse enters the ring and waits for the bull to charge. The animal drives his horn into the thick pad protecting the horse, the picador thrusts his pic into the great hump of neck muscle. He is allowed to do this a maximum of three times and a good bull will show no hesitation in charging that often. The object of this is to weaken the bull somewhat, otherwise the final contest will be overwhelmingly in his favour. A good picador will do this neatly and quickly but a bad one can all but destroy the animal's power to fight well. Good pic work is sometimes grudgingly applauded but the other sort is soundly hissed. The next stage is the placing of three pairs of banderillas (gaily decorated wands barbed at one end) in a fairly small area just behind the same strong neck muscle. The matador, or one of his helpers, will tempt the bull to charge him and just before it reaches him he stretches over the horns to deftly place a pair of sticks in one movement before quickly stepping sideways to avoid being gored, or least bowled over. It calls for precise timing, speed and nerve and, with six to be placed in pairs, it has to be done three times with each bull. The bugle signals the end of this second, or middle, stage of the fight and the bull is momentarily left alone in the ring. By this time he is a little winded, somewhat weakened by the pic wound, but still enormously dangerous. Now the matador enters the

arena for the final act. He ask formal permission to kill the bull and then dedicates it in the name of the judge, or an honoured figure, or a great personal friend, sometimes to the public. He then tosses his black cap to the sand and begins to play the bull with a number of passes with the cape. There are many types of passes, all well known to the aficionado or lover of the spectacle, most being named for the great matadors who invented them. This work with the cape serves to further weaken the bull but also provides a spectacle of skill, bravery and grace. The bull must be made to follow the movement of the cape, to charge the cape and not the man behind it. Man and cape seem like one but yet, at the last instant, with the matador moving his feet but slightly — sometimes not at all — but only twisting from the waist — the horns miss by inches but often his beautiful clothes are bloodied as a massive shoulder brushes them in passing. There are two ways of killing. By withdrawing some yards, sighting along the sword blade and running lightly towards the bull as it stands, leaning over the horns and quickly thrusting in and down. Or by waiting for el toro to charge and then going to meet him. In both cases the sword is used in the same way, so that the aorta is cut through and death comes quickly. A bad fight can be a disaster but when a truly great bull and a brave man meet then the occasion really becomes the fiesta brava. A spectacle, yes, but much more. It has grandeur, great emotion, even an element of tragedy.

HOW TO STAY YOUNG

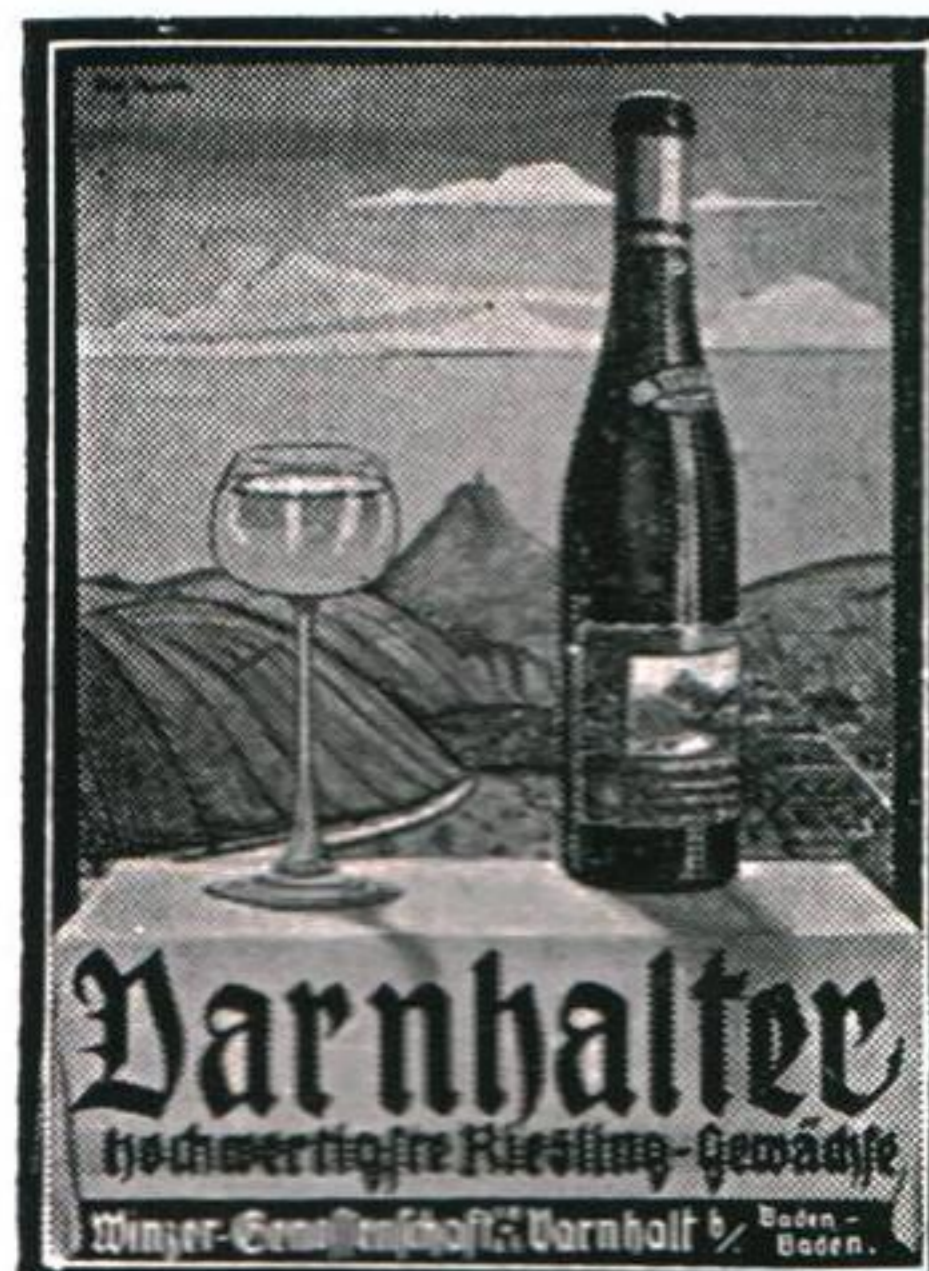
Youth is not a time of life — it is a state of mind. Nobody grows old merely by living a number of years. People grow old by deserting their ideals. Years wrinkle the skin, but to give up enthusiasm, wrinkles the soul.

Worry, doubt, self distrust, fear and despair — these are the long, long years, that bow the head, and turn the growing spirit back to dust.

Whether you are seventy or sixteen, there is in the heart of every human being the love of wonder — the sweet amazement of the stars and starlike things, and thoughts — unfailing childlike appetite for what is coming next — and the joy and game of life.

You are as young as your faith and as old as your doubt — as young as your self-confidence, and as old as your fear — as young as your hope and as old as your despair.

During the war, this message hung over General MacArthur's desk.



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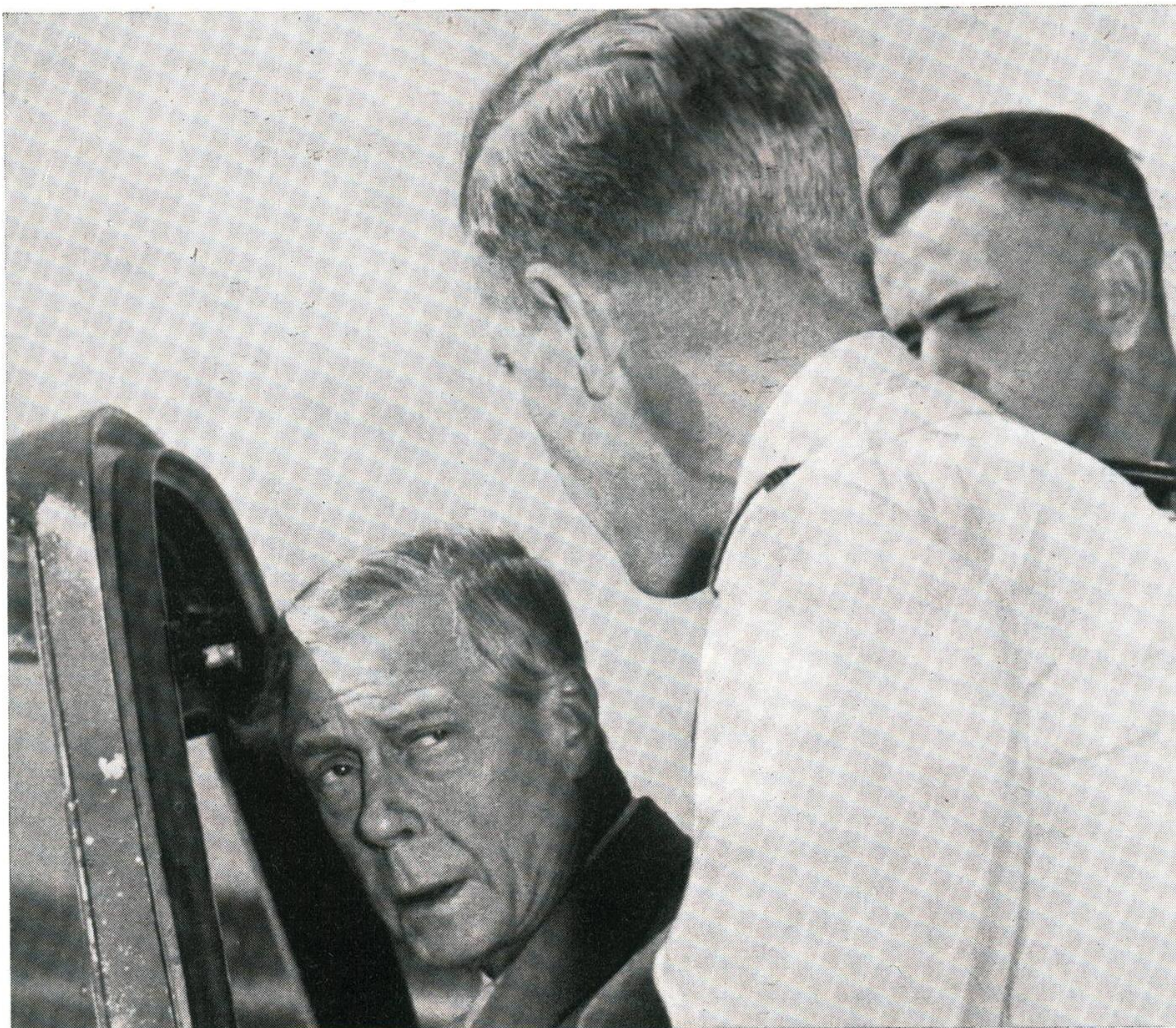
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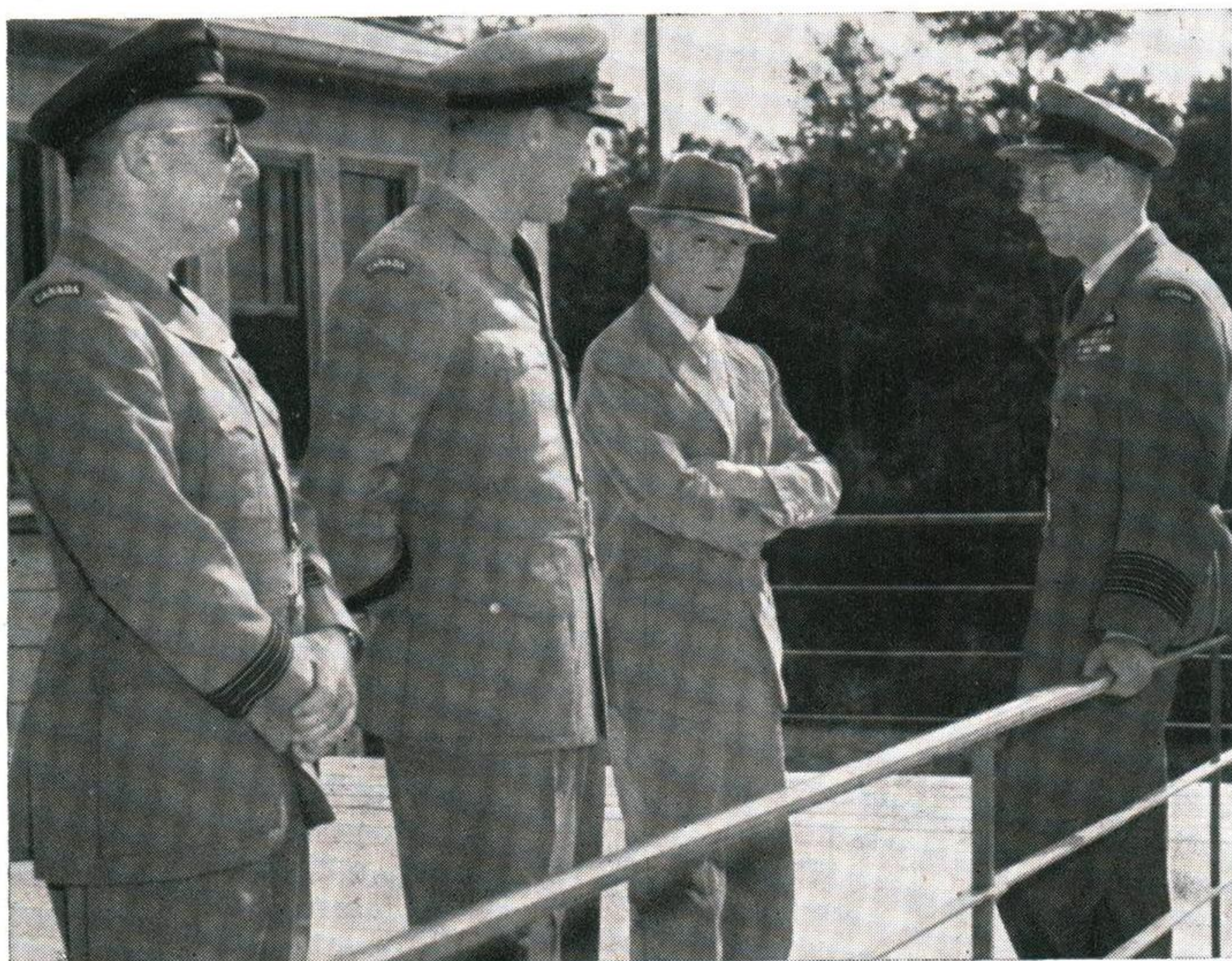
H. R. H. The Duke of Windsor visits 4 (F) Wing

HRH the Duke of Windsor
in the cockpit of a CF100

At the end of August 4 (F) Wing was honored by two visits from HRH the Duke of Windsor. The duke came to the Wing on Tuesday 28 August to meet the U.S. Ambassador to Switzerland, Mr. Henry J. Taylor. During his brief stop at the Wing his royal highness expressed appreciation for the preparations made in his honour and expressed his desire to make an informal visit at a later date to visit the Wing's various sections.

This visit took place the following Friday. His Royal Highness was accompanied from Baden-Baden to 4 (F) Wing by the CAdO, W/C Hale, and on arrival at the Wing was met by the commanding officer, G/C R. W. McNair. The duke went first to the operations building for a briefing and then was taken to 419 (AW) SQN where he met some of the squadron personnel and inspected a CF100. He was then given a taxi ride down the runway in the CF100.

From here the party moved to the end of the runway where his royal highness inspected an F86 and met some of the 444 (F) SQN personnel. From this point the duke witnessed a scramble of a four-plane section.



HRH the Duke of Windsor on the balcony of the Operations Building. Also in the picture are (L to R): W/C Hale, W/C McLeod and G/C McNair



The Duke of Windsor meets some of the Squadron personnel

Summary of weather at 4 Fighter Wing for the month of September, 1957 as compared to September 1956

TEMPERATURES	September 1957	September 1956
Mean maximum	66.9	71.0
Mean minimum	48.5	49.9
Monthly mean	57.7	60.4
Highest	80.7	77.9
Lowest	33.2	40.0
PRECIPITATION		
Rainfall	4.39	2.03
Snowfall	NIL	NIL
No. of days with measurable Precipitation	18	8
Greatest amount in one day	0.65 (22 sep 57)	0.93 (26 sep '56)

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The Opel Caravan

The Frankfurt automobile show, a bi-annual affair, opened its doors to the public the 19th of September, but on the 18th your two automobile sleuths in the company of numerous other scribes from near and far scouted the show pavilions for the newest creations of the automotive world. More than 600 automobile and automobile accessory manufacturers displayed their wares and the new models offer a range of sizes, horsepowers and prices to suit everyone's requirements. The impact of the show on the automobile world is not as great as usual due to the new policy of the majority of European manufacturers of bringing out new models at any time of the year as the market demands the change. Even the newly designed Ford Edsel appeared when it was ready and not with the usual debut of the American models. The effect of this policy is to make the business less seasonal and level out the production and sales peaks and fill in the valleys. The production of a new more eye-catching model each year, has in the past led to the addition of a good deal of garish garbage designed to sell but not to improve the product.

Preparing to invade the American market, Opel's efforts have borne fruit in the new Rekord which will be handled by Buick dealers in the U. S. A. and is styled to match its running mates. This new model, still featuring an integral body and frame construction with a new heavier, rede-

The Frankfurt Auto Show

by WO₂ Rootes

signed front suspension supporting a larger, well designed power plant the specifications of which we have not yet been advised, is a definite improvement. A large wrap-around windscreen, which we did not get a chance to test for optical trueness, along with revised body style, stamps this a close relative stylewise to its American cousins. Roomier in all departments, the first impression of the interior of the coach and caravan models is of spaciousness which carries over to the rear section where lengthening the overhang has enabled the placement of the spare tire directly behind the right rear wheel-resulting in trunk space hitherto associated only with much larger vehicles. The deluxe caravan model is a thing of beauty to the utilitarian's eyes boasting interior room never before available in such a stylish shell augmented by a large chrome baggage rack on the roof designed to blend with the body shape and appears like it really belongs.

Ford's small cousin from Köln has not been asleep and although no invasion of the American market is contemplated the appearance of the new 17M would lead you to believe it was. A miniature Parklane is your first impression but if a sports car can corner any better than this one we certainly haven't driven it. Your scribe had a go at this one on the road and it corners like it is on rails with no complaint from the tires. Let's now have a

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look under the hood which looks like it has been filched from its French cousin the Versailles. When the hood is lifted the first impression is "ah ha" a camouflaged Consul as before our eyes appears what looks at first glance like a Consul engine flanked on either side by the Consul



The Ford Taunus 17 M

front suspension housed in a similar integral body frame construction. Examining the specifications of the four cylinder engine we discovered it is an oversquare design with a capacity of 1698 cubic centimetres capable of turning out 60 HP around 40000 RPM which should make it a durable unit and explains that "eager to go" feeling we experienced while driving it. We are promised an opportunity to wring this one out in a road test in the not too distant future so a full report will be forthcoming then.

The interior treatment of the 17 M is typically Ford and at least a four door model has appeared in this line the first in its price range and complimented by the new model Komli (station wagon) which although it has lost its truck appearance has lost none of its utility. The new Komli station wagon follows the American trend and although its shape is more stylish the space available in the older models has not been lost and a tail gate and lifting rear window replace the old single rear door.

Volkswagen with its traditional attitude toward changing a popular sales leader has only condescended to admit that it is necessary to see when you back up and that pogo stick gas pedals leave a lot to be desired. Other than a larger rear window, new gas pedals, redesigned brake and clutch linkage to give more leverage, redesigned body pillars to increase windscreen area necessitating larger

wipers and a redesigned instrument panel, this is the same vehicle you have been seeing for years.

Mercedes Benz always a leader, this year has made little significant changes except in its 300 model. Available in the 219 and 220 is the hydrac Automatic clutch but has the advantage of supplying braking power with the engine on hills and in traffic-a feature not usually present in other automatics. The new 300 automatic model is now a hardtop design and is longer with 30 % more window area and believe it or not the first production car with fuel injection as standard equipment. (Chevrolet please note.) This is a timed manifold fuel injection similar to Chevrolet's and is not the type on the 300 SL. The new power plant with fuel injection now turns out 180 HP at 5500 r. p. m. with a compression ratio of 8.55 to 1.

The BMW exhibit featured the 507 sports touring coupe which is something to behold stylewise and although its power plant looks rather ordinary it hides a number of goodies, producing performance figures that are quite remarkable. Next to this display are found the Borgward, familiar here in its three models the Isabella, the TS and the sports model. But we can say good-bye to the old standard Isabella. It appears that the TS model has been more popular and word has it that it will no longer be available.

The only new American model shown was the Edsel in its four models — the Corsair, Citation, Ranger and Pacer. We understand these are to appear in later production with air springs but the models shown had typical Ford suspension. The power plants in the Ranger and Pacer are 232 HP with 7.9 to 1 compression ratio while the Corsair and Citation boast 280 HP with a compression Ratio of 7.26 to 1. The styling in these new models is a subject of much discussion and it appears only sales figures will tell whether the latest Detroit Creation is the result of reading the public's mind in this price bracket. A minor point but the first sensible solution we have seen yet to push button gear selection appears on these models. It is mounted in the steering wheel hub, close to hand and easy to see although we don't know what the results would be if someone unused to this should forget and try blowing the horn in the old manner.

DAIMLER BENZ A.G.

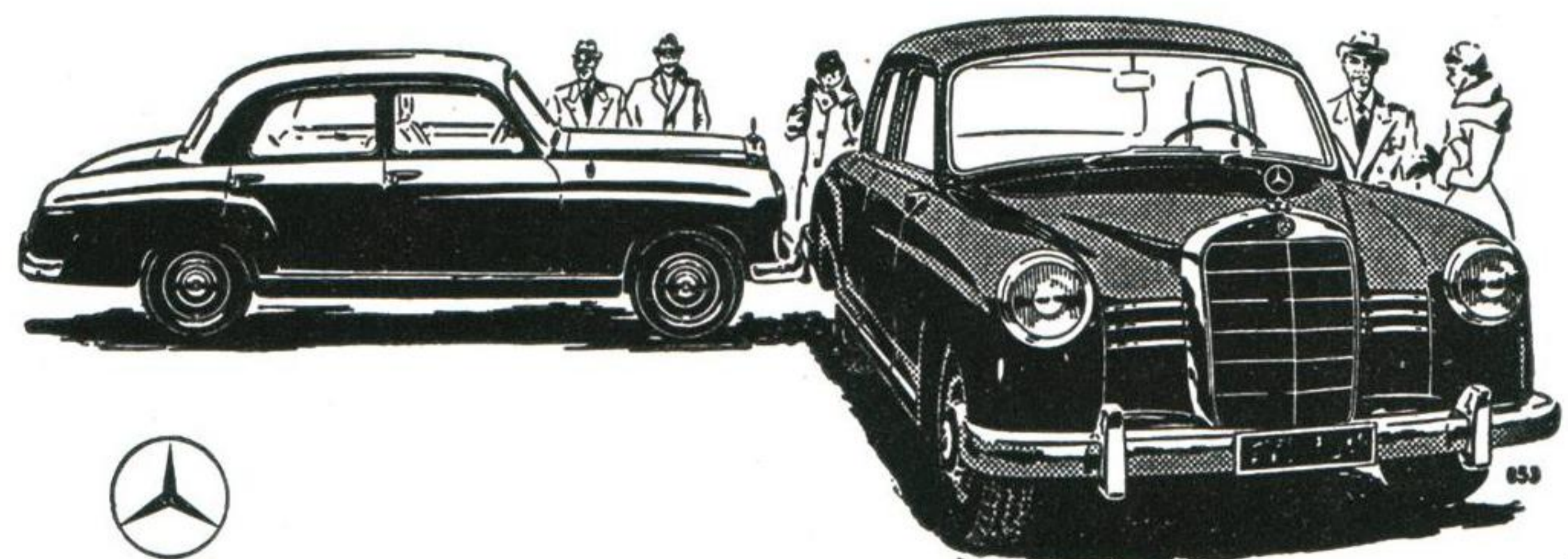
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MERCEDES-BENZ

Jaguar showed up with two recent models the MK 8 Saloon which is a luxury quality car at a bargain price and the XK 150 coupe which is taking the place of the XK 140 and features more of everything including comfort. A new one in the luxury bracket is the new Wolseley, powered by the British Motor Co's series B engine, which is adequate. It is fitted with genuine leather upholstery garnished with the best in hardware although it is only a size larger than the Morris Minor. Of course on the same stand were the M. G. "A" sports in all its business-like manner, the Magnette with a slightly new look and a little more engine, (but basically the same old family sports saloon) the not-so-new-now Morris 1000 resting on its already good reputation, and the aforementioned Wolseley to round out the stable.

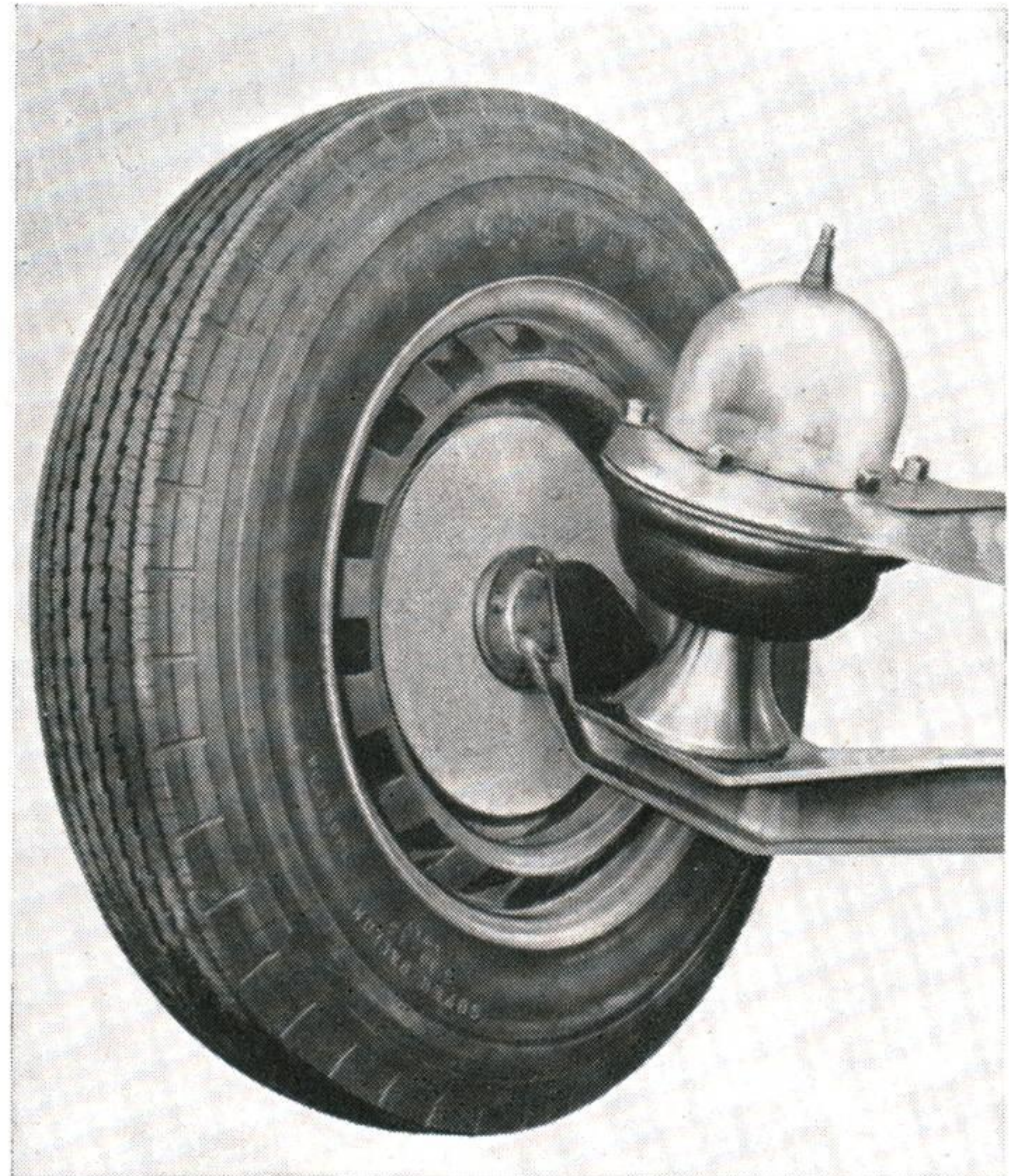
On the next stand we encountered a couple of gentlemen from the foggy isle and in the course of discussing their product which is the well known Austin line we discovered a remarkably large area of agreement on automotive subjects. One that we wish to pass on to you, dear motorist, is that contrary to what you believe the car manufacturer cares a lot about your ideas and beliefs on his product! Several of them have set up elaborate systems to record this information and welcome any suggestions and criticisms you have of their product. This was well proven to us, as they already knew about points we brought up about their products and in some cases they told us what solution had been found.

The Rootes group showed a new Humber with an American flavour, but the centre of interest on this stand was the Hillman Estate car which should be of interest due to its size and attractive price. Further over the Triumph TR 3 caught our eye and this more powerful and reasonably priced speedster with a well-designed hardtop is worth serious consideration by anyone planning to sample the delights of a car that is fun to drive.

Aborth of Italy appeared with its record breaking Fiat powered car using a capacity of only 750 CC. It has broken more records than we have room to mention here. Also present was their new 500 CC Fiat modification. It is remarkable what can be obtained from such a small engine. Fiat has a full line and has teed off their invasion of the American market with a shipload of spare parts before they imported one automobile. This is a different approach than previous importers have used.

France's effort was chiefly centred around Renault and Citroen. Renault showed their turbine experimental car the "Shooting Star" sans turbine so you can imagine our

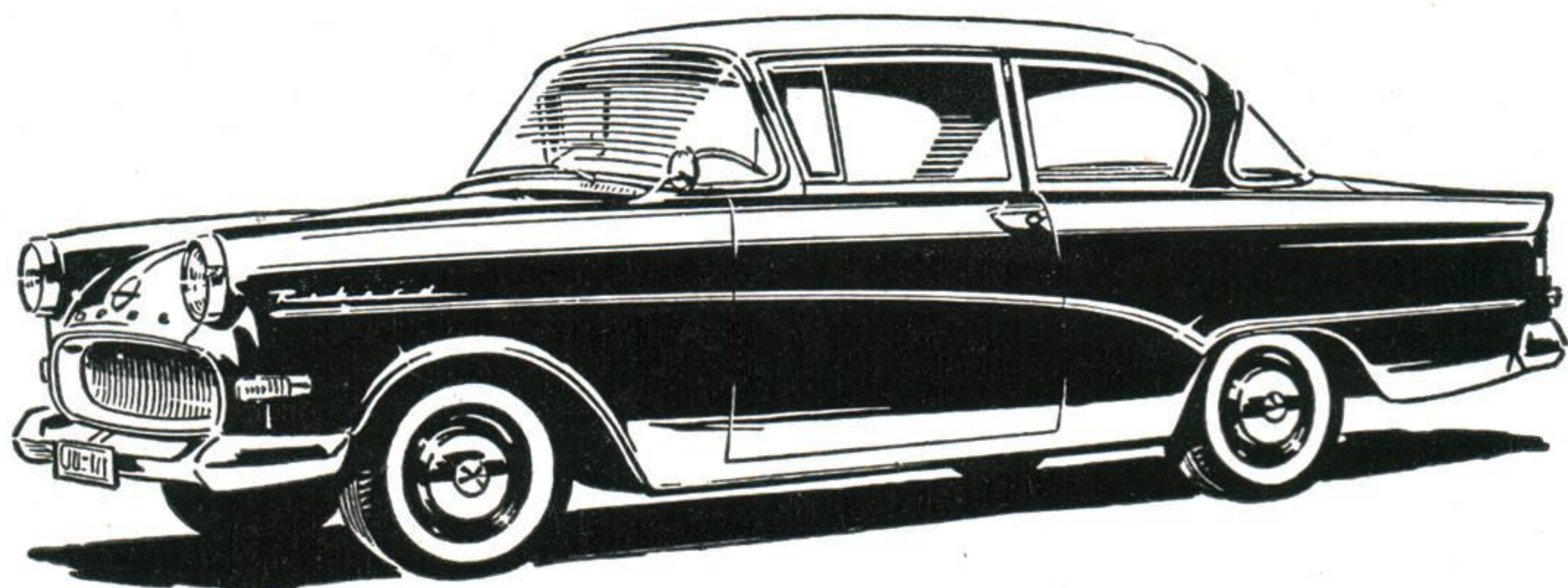
disappointment. The Dauphine was naturally the feature attraction and this model seems to be getting quite a following in the U. S. A. falling in close to the Volkswagen class and featuring more room both for passengers and luggage and a no-power-loss automatic transmission—the first for the real small cars. The Citroen had a sectionalized full size hydraulic suspension displayed and our previous misgivings about its complexity and possible lack of ruggedness we soon discovered were unfounded, as the pump is a seven stage excentric type well proven in aircraft use and the complete system is remarkably simple.



The new air-spring suspension

Among the accessory manufacturers several new products caught our attention—one being the new air spring presented by Firestone Phoenix. According to their representative it is well proven and ready for use. Accounts from people who have experience with cars equipped with air springs are quite enthusiastic so we are looking forward to trying it soon. Fram displayed its new air filter, featured on last year's cars, and supplied the information that they will make these in sizes to replace most oil bath gauze types.

Bosch announced its new "Wusladen" model car radio with transistor power supply and output. This new model is eventually intended to take the place of the "Hamburg" model and its appearance is the same except for the power supply unit which is no longer required. Your Motor Club scooped the show on this one as they had already installed two before the show started and they are now available from stock.

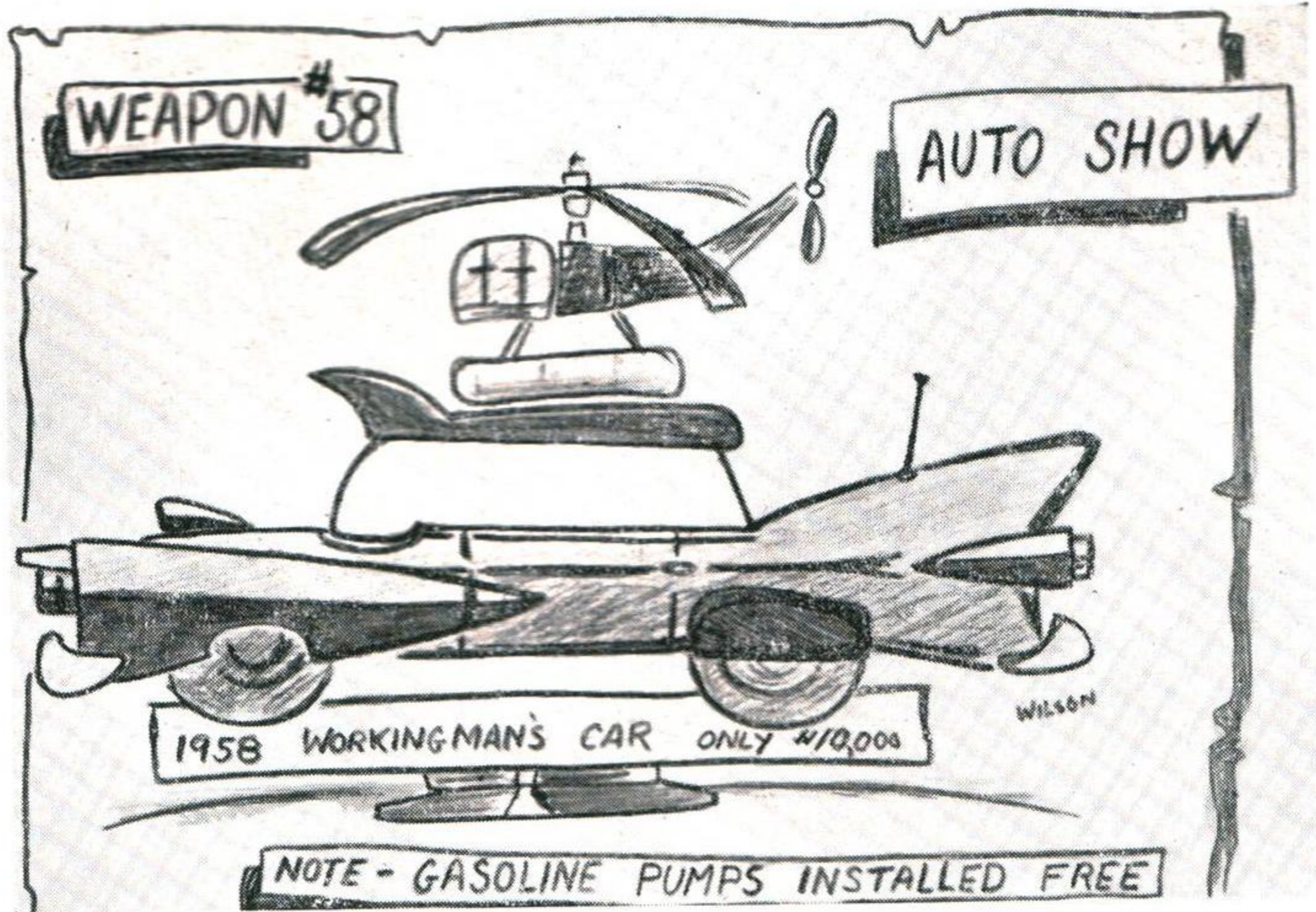


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(These times and days are subject to alteration if length of show or alternate entertainment make it necessary.)

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YOUR ASTRA

This is a fine opportunity to answer a few of the questions which have been asked regarding the Astra in the past four years.

The Film Category System:

For the benefit of many who are not familiar with this system the following is presented.

"U" Indicates that the film is suitable for all ages.

"A" Indicates that the film is more suitable for an adult audience.

"X" or "H" Indicates that such films are **adult** entertainment only, and no children under the age of 16 are permitted to view them.

Newsreels:

People have asked why we cannot publish the dates when newsreels are to be shown, particularly Canadian newsreels.

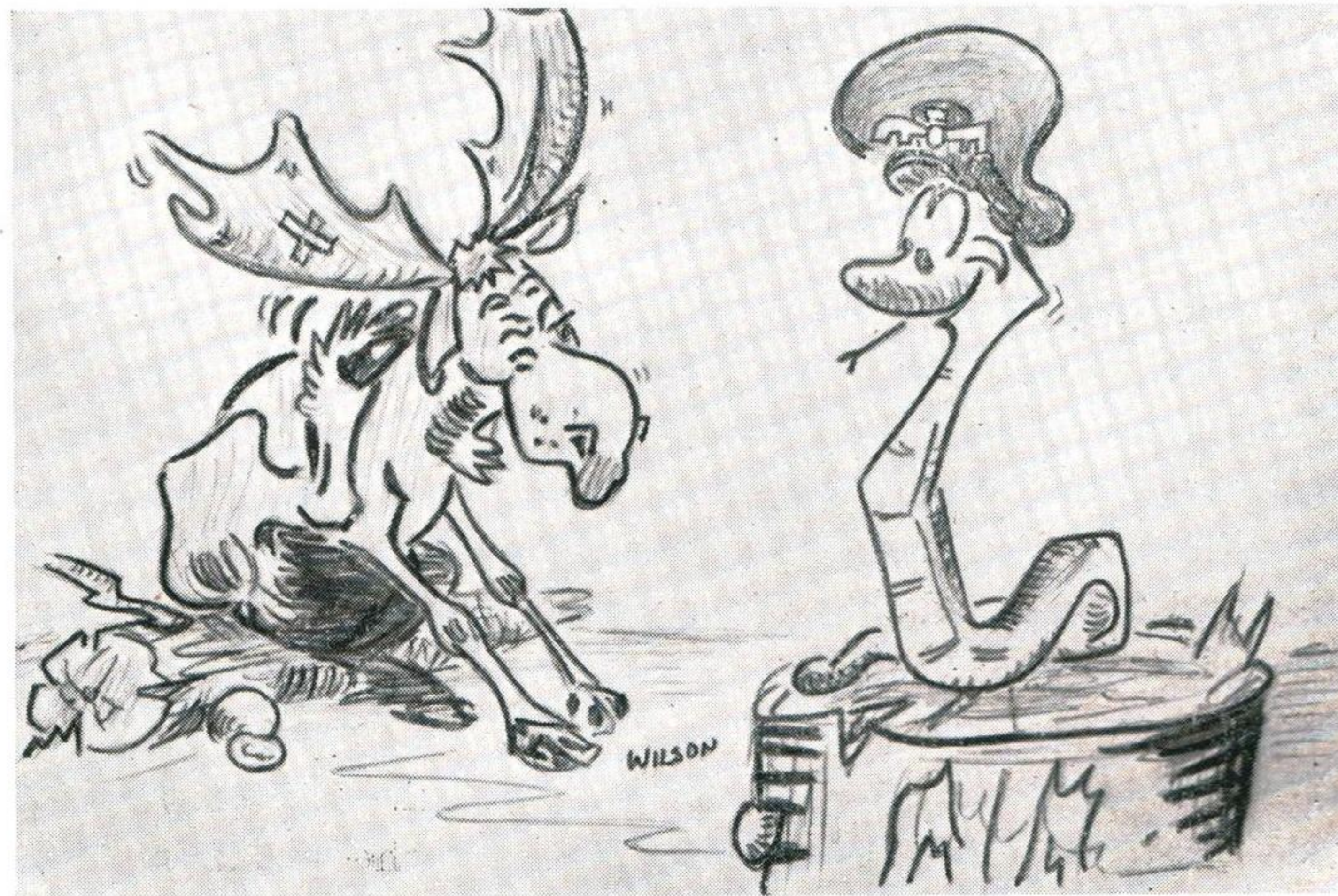
This is best explained by pointing out that these are flown directly from Canada to 4 (F) Wing by service A/C, and such things as adverse weather conditions may cause delays in arrival. Since no definite time can be set for their receipt, and since it is necessary to consider the other wings which are waiting to view the same reel, the films cannot be held. They have to be screened upon receipt, and cannot be held over until announcements can be made.

Repeat performances:

Many queries have been put forth asking why a film already shown at this wing is screened again. It is easy to assume that the personnel who have seen the first

showing do not wish to see film again. This may be true, but it is surprising to note the number of requests for a film's return by people who were unable to attend the first showing due to leave, etc. In most instances a film on return screening has drawn a bigger crowd into the theatre than on its previous date. This speaks for itself, and would serve to remind those who have seen a film before, of the many people who have not.

It is hoped that this has cleared up a lot of questions which arise from time to time, but if there are any further queries, or any suggestions whatsoever which could provide better movie service for the station, do not hesitate to bring them to the attention of your theatre manager. Remember the the ASTRA is here for **your** entertainment.



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Water Vapour and FOG

by S/L J. Moakler

The atmosphere in which we live is a mixture of invisible gases, chief among which are oxygen and nitrogen, which together comprise almost ninety-nine percent of the total volume. Oxygen is the life-giving gas which we extract from the air as we breathe. Nitrogen compounds contribute to the growth of plant life, and therefore to our own. Under normal conditions of temperature and pressure in the atmosphere these two gases do not change into a liquid. There is a gas present in the atmosphere which does change into a liquid, or even into a solid, under normal conditions of temperature and pressure. This gas is called water vapour, or water gas. It may be condensed easily into water or solidified into ice crystals. Although there is very little variation in the amounts of oxygen and nitrogen present in the various layers of the atmosphere, there is a large variation in the amounts of water vapour present at various altitudes, and at various locations over the earth's surface.

We are familiar with the fact that water in an exposed position evaporates easily. The wet ground resulting from a rainshower may dry up rapidly after the shower is past: our wet clothes placed on the clothes line outdoors soon lose their moisture during the daytime: when we come out of the water after swimming our bodies dry off as the water changes into water vapour. The presence of water vapour in the air is brought to our attention in many ways; on clear cold evenings motor cars soon acquire a coating of water; clothes left outdoors soon become damp in the evening air; a cold beer poured into a glass results in water vapour condensing out into water on the outside of the glass: in winter the inside of our windows soon get frosted over as the moist warm air in the room is cooled down in contact with the cold glass and water condenses out onto the glass, and may change later into ice. Water vapour present in our exhaled breath shows up if we breathe on to a cold object.

The large water surfaces of oceans, lakes and rivers provide large amounts of water vapour for the atmosphere, and the movement of the winds carries the water vapour far from its sources. Even water which has soaked into the soil is transferred upward through trees and plant life and transpired into the atmosphere. Air in the vicinity of large bodies of water may be considered as containing large amounts of water vapour, while air in desert regions contains very little moisture. Although the amount of water vapour in the air depends on where the air has been and how it has been treated since, the maximum amount of water vapour which the air can hold at any one

time depends primarily on the actual temperature of the air. Warm air can hold much more of the water gas than can cold air. If we warm air then we increase its capacity for containing the water gas, and if we cool it that capacity is reduced. As air is cooled and its capacity for holding water vapour decreases, a temperature is reached at which the amount of water vapour present is exactly equal to the maximum amount that can be contained at that temperature. The air is then said to be saturated, and the temperature is called the dew-point temperature. Further cooling results in condensation as the excess water vapour is changed into water. If the temperature at which this change occurs is very cold then the excess water vapour changes into ice crystals.

Let us consider how the atmosphere is heated, and the ways in which it is cooled. Although the sun is our main source of heat, the atmosphere does not absorb the sun's heat rays, although clouds may do so. The earth absorbs the sun's heat rays, and warms up. The earth in turn sends out heat and it is this heat which the air absorbs, more being absorbed in the layers near the earth than at higher levels. Generally the air closer to the earth is warmer than the air at a distance. The earth is radiating heat for the full twenty-four hours of the day, though it receives heat from the sun for various periods at varying locations over its surface. Some portions of the earth's surface receive more heat from the sun than is lost by radiation, and consequently warm up; other portions receive less heat than is radiated and so become cooler. The rate of warming (and cooling) is greater for land surfaces than for oceans and seas, and the rate for tree-covered slopes is less than that for newly-tilled soil. All this helps us to understand why there are such variations in temperature over the earth's surface.

Although the earth's heat loss is mostly by radiation it loses some by conduction, that is to the air which is in contact with it. When air colder than the earth's surface is in contact such air will be warmed. However if the air is warmer than the earth's surface then the conduction is the other way, and the air loses some of its heat to the earth.

At night, when the sun's heat has been turned off, the earth continues to radiate heat and so cools down. As long as the earth's surface is warmer than the air resting on it, that air will receive heat by conduction while air at higher levels receives heat by radiation. As the earth continues to cool and then becomes cooler than the air in contact with it, then that air loses some of its heat back

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to the earth by conduction, though the air at higher levels continues to absorb the radiated heat.

Temperature variations in the lower levels of the air from day-time to night-time can be extreme depending upon the rate at which the air is warmed or cooled. When clouds are present in the day-time they cut down the amount of heat received by the earth from the sun, and so cut down on the amount of heat which the air can receive from the earth. Night-time clouds reflect some of the earth's radiated heat back to the earth, thus slowing down the rate at which the surface cools, and so slowing down the rate at which the air loses its heat to the earth. That is why we are accustomed to warm sunny days and relatively cool cloudy days, while star-lit nights are usually colder than cloudy nights, especially during colder seasons.

Although the air is cooled quite rapidly on a cloudless night when there is only a light wind or nil wind, the cooling effect extends only to a relatively short distance above the earth's surface, say to a maximum of several hundred feet normally. Air in itself only a poor conductor of heat, and under such cooling conditions the air above the several hundred feet level remains uncooled so that just before sunrise the temperature of the air above the cooling effect may be from two to ten degrees warmer than the air resting on the earth. Since normally temperature decreases with height above the earth this warming with height is called an inversion.

An inversion can also result day or night as air moves from over a warm surface in over a colder surface, and is cooled from below. In summer this happens as air flows from the land to the sea, and in winter as air flows from the sea to the land.

Lifting of portions of the atmosphere, either large-scale or small-scale, results in cooling due to expansion of the air. When the cooling is to a temperature below the dew-point temperature condensation results in cloud formation. Cooling of portions of the atmosphere from below, an inversion, to a temperature below that of the dew-point temperature results in cloud formation too. When such a cloud rests on the surface of the earth it is called fog.

Most fog formation requires an inversion of the normal temperature pattern. When the inversion results because warm air is moving (being advected) over a colder surface, we say that **advection fog** has formed. When moist air is being lifted slowly as it is moving over the earth's surface, and therefore being cooled through expansion, **upslope fog** may be formed. When air is moving ever so slowly and the inversion results because the earth below is losing its heat rapidly by radiation, then **radiation fog** is formed. The depth of the inversion, the amount of

motion within the air, and the amount of water vapour present, all decide the height to which the fog extends. Radiation fog usually dissipates as the effects of the sun's heat are felt during the early morning. Upslope and advection fog may persist for days.

Cold air is heavier than warm air. Cold air formed by radiation effects tends to gather in pools below the warmer air, and when formed on a slope will flow down the slope. Cold air may thus in time completely cover the floor of a valley, or even fill up a valley, if the cooling effect extends over a long enough period. In the latter case the height of the valley walls, that is the height of the hills, marks the top of the inversion.

Industrial smoke is usually carried upwards and away from factories by vertical currents in the atmosphere. An inversion dampens or may even eliminate vertical currents, so that the smoke particles are held down close to the earth's surface. Such a concentration of smoke particles may resemble fog conditions. Occasionally fog and smoke concentration exist together. Even gases formed as industrial waste may be held down close to the earth by an inversion, sometimes resulting in damage to milady's nylons or even to her lungs.

Here in the Baden-Soellingen area of the Rhine River valley radiation fog conditions exist fairly often, reaching their maximum occurrence in Autumn. Clear skies and longer nights contribute to the formation of very cold moist air covering the valley floor. Cold air flows into the valley from the Black Forest and Vosges Mountains. When the wind is blowing from the North-East quadrant industrial smoke is carried along and up the valley. The Autumn sun warms the earth only slowly and the daytime temperature rise is very gradual during the morning. Consequently the fog is dissipated only slowly and settles back in again during the evening or soon after midnight. On a few days the inversion may be so deep that the sun's warmth is unable to provide the necessary temperature change and the fog remains all day.

Spiders abound during this same season and their webs are to be seen in deep profusion among the small bushes. The moist air provides numerous water droplets with which to decorate the webs, and the beaded suspension bridges may be used as an indication to the forecaster of just how moist the air really is, and perhaps help him to estimate just when the fog will lift.

Back in Canada a period of clear skies in Autumn is called Indian Summer. Here in Germany the similar period is called the Old Woman's Summer, the lady in question being the maker of the webs.



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THE FLYING MACHINE

Some Historical Aspects of Aircraft Design

by S/L C.W. Blain

Recently, there have been numerous references in the newspapers that dramatically emphasize the advanced stage to which the development of the flying machine has reached. Great Britain has produced the majestic Britannia, a turbo-prop transport that can span the Atlantic in one hop with a degree of passenger comfort heretofore only dreamed of, and the successive versions of the Comet give promise of a turbo-jet transport with similar capabilities at even greater speeds. The United States is producing a series of turbo-prop transports in the C130 Hercules and the C133, with truly tremendous potentialities towards efficient, cheap transportation of all commodities save those of large bulk and low unit cost per pound, and the Boeing 707 and Douglas DC8 are leading the fields in long range jet transports. Russia has shown her prowess by using her latest in jet transports to carry political personages to London and New York. In the field of military aviation, the Air Forces of the world are developing fighters and bombers with ever increasing performances, now pushing the speed limit up to two and three times the speed of sound. Russia has announced the successful firing of a second intercontinental ballistic missile which is generally considered to mean one that has a range of at least 5,000 miles, and has launched an instrumented satellite into the region of near outer space surrounding the earth.

These are some of the evidences of man's achievements in aviation and they are becoming so numerous and

commonplace that we take them almost for granted. But this has not long been so. This fantastic development has taken place in less than a man's average life span.

It was on December 17, 1903 that Orville and Wilbur Wright first flew their "heavier than air" machine at Kittyhawk, North Carolina. That event is usually thought of as the beginning of the airplane age, but it was also the culmination of centuries of man's efforts to fly. There is evidence of his long standing preoccupation with the desire to fly in the special beings in Greek mythology who developed wings for flight and the biblical concept of angels possessing wings. However, up to the present century, man's efforts to fly were largely centred around a great variety of schemes whereby he could imitate birds in flight. That was a natural reaction of the human species, who, considering themselves the highest order of earth's creatures, believed that there was nothing that any lower creature could do that they, through application of their vastly superior mental equipment, could not contrive to do also, and indeed, do better.

Well, man has far exceeded the birds in most aspects of flying, although he still has much to learn from them, particularly in the realm of slow speed flight. But then the birds have been in the flying business for a long time. Geological tables show that the first flying creatures, the great pterodactyls or flying reptiles, populated the earth during the Mesozoic period and preceded man by about 150 million years. These ancestors of the birds, like the Wright Brothers' airplane, were clumsy and inefficient aerodynamically. In the ensuing millions of years, nature wrought her miracles of evolution to produce the awesomely graceful winged creatures known to man since his first conception a mere fifty thousand years ago.

Influence of Birds

It is therefore not surprising to find that human, would-be flyers studied birds intently in search of a way to emulate their flight. Many patterned wings after those of the birds, or at least after what they thought bird's wings were like. Precisely how birds' wings do perform is still the subject of much research with the aid of high speed cameras and telephoto lenses. It has been learned that a bird can do many things with its wings that have given their human imitators much trouble to simulate. They can vary their wing area and hence their wing loading by spreading or overlapping their feathers. They can warp their wings differentially to perform turns in flight or uniformly to form drag flaps for slowing down and landing. They can vary the effective airfoil section and plan form to suit conditions of flight.

One of the earliest of the scientific bird watchers was Leonardo da Vinci (1452—1519), who wrote voluminous notes on his detailed observations of their movements. He also studied their anatomy, comparing it with man's in his search to understand them better. His deductions regarding the aerodynamics of flying are particularly interesting for it is an example of the extent that the early thinking varies from modern theory.



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Leonardo recognized that there was a resistance to the passage of the wing through the air. He considered that part of this resistance originated from the effort of dividing the air and putting it into motion as the wing passed through it but that the most of it was frontal resistance arising from the compression of the air ahead of the moving wing.

In addition Leonardo thought that the compression of the air provided the wing's lift. He theorized that the air compresses under the stroke of the wing, acquiring momentarily the properties of a solid body on which the wing was sustained. Since this compression would be dissipated by transmission to underlying layers of air, the rate of wing flapping would need to be great enough to surpass the rate of compression dissipation. In this way the wing is sustained by successive waves of air locally compressed instantaneously and thus glides on the compressed air as on a plane surface.

Leonardo further reasoned that to achieve this effect it was not necessary for the wing to strike motionless air; the same effect could be achieved by rapidly moving air striking the motionless wing. Hence, flapping and soaring flight were essentially the same thing. This led Leonardo to the conclusion in 1505 that man could achieve flight in the form of soaring. The possibility of a man-powered ornithopter, a glider with flapping wings operated by a man, was ruled out because of man's limited muscular energy.

The development of a successful airplane was dependent upon the parallel development of fluid dynamics into the new specialty, aerodynamics, to the extent that the effect on and performance of various shapes passing through the air could be explained and predicted mathematically. Until this mathematical precision was developed, the earliest airplane designers employed their deductive reasoning supported by astounding amounts of practical experimentation.

In trying to emulate the bird's wing, experimenters like Otto Lilienthal (1848—1896) were naturally drawn to the so-called concave form — a wing of thin cross-section, convex on the upper surface and concave on the lower. (A concave surface is one with a curvature like the inside of a hollow sphere; a convex surface like the outside of a sphere). Other aviation pioneers arrived at somewhat different conclusions. Canada's own W.R. Turnbull (1870—1954) showed that on the down stroke, a bird's wing assumed a profile having a double curvature, being, as viewed from below, concave on the forward half and convex on the aft half. On the up stroke, the wing assumed a convex profile on the under side. Both of these men carried out a host of experiments to prove their points, Lilienthal using a whirling arm and Turnbull one of the earliest wind tunnels in North America.

Such experimentations with structurally weak, thin airfoils led progressively to the familiar types of airfoils having the upper surface convex and the lower surface either flat or slightly convex. This gave depth to the section in which structural support in the form of spars and ribs could be constructed.

Answers to the Flying Riddle

By the time the First World War broke out, the mathematicians were catching up with the experimenters and were able to give the airplane designers a basis on which

to work with some hope of predictable success; i. e. theory and experimentation were concurring. And what was their answer to the riddle of flight? How does a wing fly? The rigorous answers to these questions are buried in many volumes in complex mathematical language. However, the writer suggests the following as an unsophisticated explanation for the two aerodynamic forces acting on a wing, "lift" and "drag".

The airfoil or cross-section of the conventional aircraft wing has a greater degree of curvature on the upper surface than on the lower. In addition, in level flight, the wing is inclined at an angle to the horizontal with the leading edge higher than the trailing edge, which accentuates the effect of the upper surface's curvature. As the airfoil moves through the air, the air particles first tend to pile up or compress ahead of it and then are divided, some passing over and others under the section. Since those particles passing over must follow the greater effective curvature of the upper surface, they have, in effect, a greater distance to go to reach the trailing edge at the same time as those particles following the under path. Hence the air over the upper surface of the wing does so at a greater velocity than the air passing over the under surface.

As we learn in high school physics, Daniel Bernoulli, in his famous 18th century hydrodynamic theorem, stated that the higher the fluid velocity, the lower its pressure. Thus the wing moving through the air develops an area of low pressure above it. At the same time, owing to a compression of the air against the inclined plane, there is an increase in pressure on the under surface. The reduction in pressure on the top and the increase in pressure on the bottom provide a resultant upwards force acting at right angles to the inclined plane. Thus the resultant



force is inclined back from the vertical at the same angle as the plane or wing is inclined to the horizontal. This angle is known as the angle of incidence.

The vertical component of the resultant force is the "lift" of the wing while the horizontal or rearward component is known as the "induced drag". Additional drag components are contributed by the "form drag" which includes both "pressure drag" and "skin friction drag". The "pressure drag" arises from the increase in pressure of the air compressed ahead of a body moving through it and a corresponding decrease in pressure behind it. "Skin friction drag", as the name implies, is the frictional force of the air along the surface of the body.

Thus we have the principles of flight — a wing passing through the air developing lift, an upward sustaining force, at the expense of drag, a retarding force. As the aviation pioneers came to understand these principles, they realized that some form of propulsion was required to produce the lift and overcome the drag. What form was this propulsion to take?

Since "screws" or "propellers" had been used to transmit propulsive force in steamships, it was a logical step to apply the same principle to this other fluid, air, hence the "airscrew" or propeller as we know it. A suitable power source was available in the rapidly developing internal combustion engine — the steam engine proving to be much too heavy.

Armed with the know — how to design a wing that could fly and the propulsion unit to make it fly, the big problem left was the over-all airplane configuration. A glance through any picture collection of airplanes built before the First World War will show the remarkable variety of forms. One had seven wings one above the other. Some had the auxiliary control surfaces ahead of the main wings and others had them behind. The pilot's position might be perilously suspended out in front or tucked in behind the wing. The one or more engine — propeller units might be either tractor or pusher types.

In the end, it would seem that the example of the birds won out. Like the birds, the auxiliary control surfaces were located in the tail; the airplane was so designed that its centre of gravity was about one-quarter the way back on the wing, to give stability; lateral stability and control was achieved by building dihedral into the wings and movable ailerons to obtain the warped wing effect for turning; and after thirty years of carrying around fixed, ungainly looking, drag producing landing gears, designers finally took the hint from the birds who for millions of years had been flying with their landing gear tucked up along their keel or trailing behind in streamlined fashion.

Lighter than Air Craft

While most of the designers were concentrating on these bird-like airplanes, there were some who were attacking the problem differently. As we have seen, to make an airplane fly required the expenditure of a lot of propulsive energy to develop the lift force. An alternative way of producing lift, the balloon using gas that is lighter than air, was already well known. The weight of the air displaced by a balloon is greater than the combined weight of the balloon and the gas it contains and so the balloon floats on the air much as a ship floats on water.

Since the air grows less dense with increasing altitude, the balloon is forced upwards by the denser air that fills in below it until it floats at a height where the weight of the air displaced just equals the over-all weight of the balloon. To make the balloon a flying machine or airship, required only a change in shape, the addition of elementary control surfaces and propulsive units to supply the force to overcome the form drag.

The dirigible was a special type of these "lighter than air" craft. It had a rigid framework within which the gas bags expanded. It would start off at ground level with a ballast load of water. When increases in height were desired, a process known as "weighing off" was used, in which the water was progressively jettisoned to make the dirigible lighter. When all the water ballast was gone, the dirigible would be floating at its maximum altitude, the actual height above the ground depending largely on the local air temperature. To descend, some of the gas was permitted to escape, reducing the size of the gas bags and thus displacing a correspondingly smaller amount of air. The dirigible would then descend to where the denser air would again provide a floating balance.

Rockets

Another form of flying machine that is receiving a lot of publicity these days is the rocket. Most of these are designed for operation in the atmosphere and so employ small wing-like structures as controlling surfaces. However, they do not depend on the reaction of airfoils to produce the lift force. Their ability to overcome gravity is provided directly by the rocket's propulsive thrust. The fuel burning in the rocket motor develops a tremendous force of gases and these gases are permitted to escape rearwards through the rocket orifice. As the mass of gas is driven rearwards, there is an equal and opposite reaction (Newton's Third Law) on the body of the rocket driving it forward. Directional control is provided either by small control surfaces or by jets deflected to the sides.

Unlike the airplane which depends on the aerodynamic effects of the air stream on the airfoil to produce lift and hence is limited to use in the atmosphere only, the rocket can continue to perform in rarefied air and even in a vacuum. Hence we have the essentials for space travel and it appears that man is on the threshold of much greater achievements in the realm of flying machine development.

NORTHERN ALBERTA STUDY — The Alberta provincial government has appointed a special three-man commission to study the development potential of Alberta's northland. The commission includes, as chairman, J. G. MacGregor, chairman of the Alberta Power Commission; Roy C. Marler, Bremner, past president of the Alberta Federation of Agriculture, and J. O. Patterson, retired Grande Prairie businessman. All sections of the province north of the 55th parallel will be included in the field of investigation. The parallel is about 100 miles north of Edmonton, running from the B. C. border south of Grande Prairie, just north of Athabasca and through Lac la Biche to the Saskatchewan boundary. The commission has been asked to determine the extent and location of natural resources in the area, population trends and likely areas of population concentration, agricultural and industrial opportunity in the area, transportation and communication requirements, market trends in respect to resources, as well as methods to assist general development.



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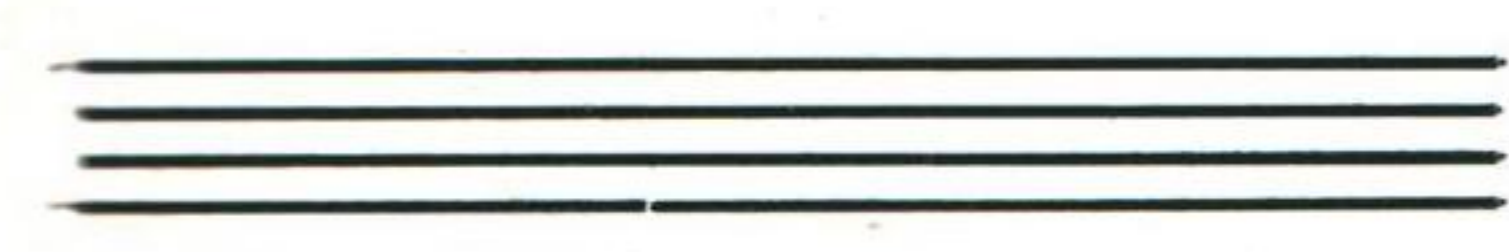
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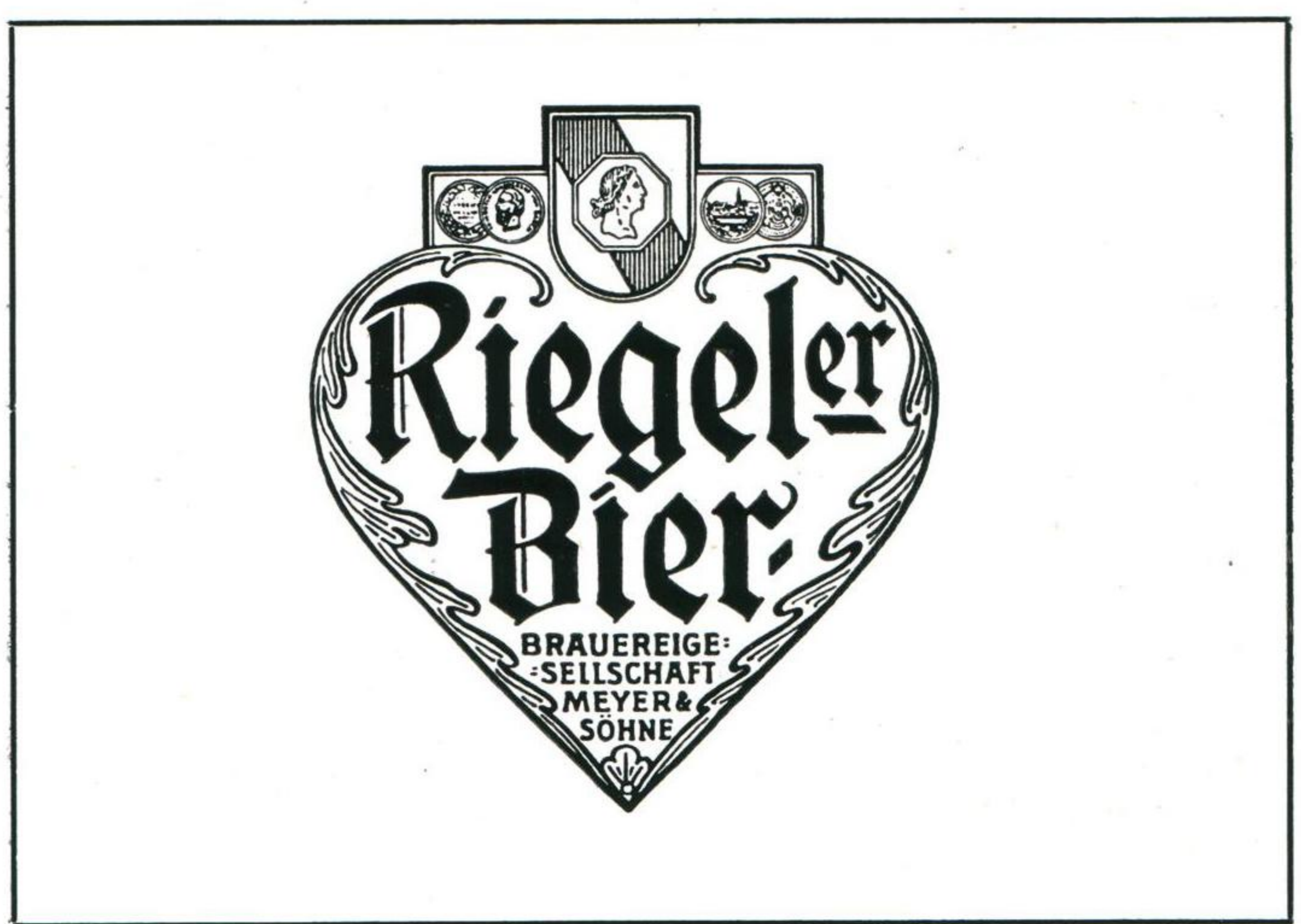
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'Twas the night before pay day and in the pay section,
 Not a creature was stirring that was worthy of mention,
 The ledgers were tucked in their little steel bed,
 Where they dreamed about pay sheets with figures in red.
 The pay clerks with glee had reduced the acquittance,
 And had cut off the SWO with a very small pittance,
 ("You'll all be most careful", the paymaster said —
 "To underpay everyone, they're all too well fed".)
 When under the door with a pat and a pitter,
 "We'll audit these books", said the rat with a snort,
 "And the deed will be known as the Furry Retort".
 With chomping and chewing the rodents began —
 And the one who was known as Most Terrible Sam
 Was heard to remark in the ensuing quiet,
 "This 444 ledger's a horrible diet".
 At eight-thirty sharp on the following morn,
 A little bit late and with manner forlorn,
 The pay lads arrived with hearts bleak and cold,
 For today was the day they must part with their gold;
 The paymaster snarled from down deep in his lair,
 With a gnashing of teeth and a tearing of hair;
 The Sergeant announced in a voice loud and clear,
 "You'd best get the ledgers, for the hour is here".
 So with furtive demeanor and miserly care,
 The safe was swung open — and found to be bare.
 Cried the Sergeant, "It's plain as the nose on your face,
 A dastardly deed has been done in this place!".
 The SPs were summoned; the news got around;
 And the Adj summed it up with a statement profound:
 "There are RATS in pay section, it's finally come out;
 We've all had suspicions, but now there's no doubt".
 The morning wore on, and the problem grew bigger,
 The provost cried, "Someone must go to the digger".
 The corporal, down looking for clues on the floor,
 Was heard to remark, "They sneaked under the door . . ."
 The afternoon dawned and was soon on the wane;
 The boys on the station said, "Now it is plain
 We must march on the section demanding our pay,
 We'll get all our money and brook no delay".
 In column of route they marched up to the door,
 And what they discovered brought forth a great roar;
 For pinned to the counter, a note edged in black
 Said, "NO PAY TODAY, so you'd better march back.
 We've all got our dough; there's none left for you.
 Submit us a memo, fully countersigned, too;
 Casuals on Monday; be sure you are here —
 A penny or two, just enough for a beer.
 As far as the rest of your pay is concerned
 WE DON'T GIVE A DARN . . ."

Reprinted from the Parent "Summit"



SAFETY ON AND OFF THE HIGHWAY

W/C H. N. WINTER

THE PYRAMID APPROACH TO ACCIDENT PREVENTION

The graph in the form of a pyramid as illustrated below is a common way of portraying the results of minor unsafe acts and the proportionate serious results that occur in due course because of these "assumed" minor instances.

Not indicated on the pyramid graph are the many unsafe acts that do not result in even a "near miss". In industry, it is generally considered, a person who suffers an accident because of an unsafe act has committed the same unsafe act over 200 times without unfortunate results. This shows that it is just a matter of time until the person who persists on committing an unsafe act becomes involved in an accident.



At the top of the pyramid are the accidents that make the headlines — these are the smallest in number, but tops in severity. Ranking in order below this are the other accidents — each larger in number and lower in severity than the one above it.

The specific causes (those listed are examples only) hold constant through each level of the pyramid. For example, if excessive speed for conditions directly causes about one quarter of all fatal accidents, it will also cause the same percentage of all accidents. Similarly with "following too closely" and "failure to signal".

The great lesson to be learned from this is that luck and luck alone determines whether an unsafe act will result in a **near miss, minor damage or death.**

The great lesson to be TAUGHT — by precept and by example — is that accident prevention **MUST START FROM THE BOTTOM** of the pyramid. This all refers back to the first article on "Attitude is the Key to Accident". Improved attitudes help reduce the unsafe practices which cause near misses. When the number of near misses is reduced, the number of serious accidents is reduced at the proportionate ratio.

The person who goes through life without an accident is one who has at an early age taken a very serious view of unsafe acts and "near misses", has analyzed the causes and has altered his or her driving habits to eliminate the faults.

People who will take a NEAR MISS or UNSAFE ACT seriously and alter their habits accordingly will never have an accident and will drive serenely throughout their lives with a clear conscience, worry free and confident. They have the **right attitude** thereby ensuring safety to themselves and others.

Who are the Safest Drivers — Men or Women?

Before we consider this question we would do well to ponder on who has the hardest task to drive safely. It is a well known fact that most women have a few strikes against them, as compared with the average man when it comes to driving a motor vehicle. The two most outstanding are caused because an American automobile is built to fit a man and not a woman. This has given the average woman a disadvantage because of her reach and physical strength.

Fortunately a lot can be done to help to adapt an American auto to fit the average or small woman better. All front seat tracks can be moved forward and if the man does not require the seat right back, an inch or so ahead of normal is the difference between the woman pulling on the wheel to depress clutch and brake and operating these pedals comfortably. The seat can easily be raised and again in most cases the man will not be made uncomfortable. Even one half an inch makes a great difference in seat height. (For some reason the seats in all the American cars I have ever owned have had seats raised and moved ahead and generally the steering wheel lowered as well.)

Control is made easier by power assists of course, but also by proper adjustment, lubrication and proper tire pressures — very often two pounds tire pressure in excess of the low recommended makes a great deal of difference to steering, especially cornering.

Considering the above, indications are the average woman does not get much of a chance, especially if she seldom drives and therefore does not really have ample opportunities to contend with everyday traffic problems. However, the answer to our question may be found in the following: some of the larger insurance companies in North America will insure an automobile at a reduced rate if it is to be driven exclusively by a woman, regardless of contemplated yearly mileage. The reason, they state, is that women will not take the chances that men will take, therefore for insurance purposes they are the better risk. A man's natural ego prevents him from executing the same caution that is inherent in a woman. Women therefore are regarded as the **Safest Drivers.**



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4 (F) WING NURSERY SCHOOL



The beginning of October was a red-letter day in the life of 4 (F) Wing four year olds. A nursery school for them opened on the Wing and from the start proved to be a big success with the children.

The school is conducted on proper nursery school lines with an experienced Canadian teacher in charge. Children

must be enrolled at the Wing Education Office and already there is a waiting list. If this list grows sufficiently large an afternoon class will be started.

Our photo shows the children with their teacher, Mrs Zinck.

THE ELECTRONICS TRADES

by F/L A. C. Copley

Few of us realize the importance that electronics plays in keeping the modern aircraft in the air.

The electronic equipment in present and future new fighters, reconnaissance aircraft and missiles has increased so greatly in the past few years, not only in the form of communication, radar, and fire control equipment, but also in navigational instruments, flight control devices and other electrical power supply systems — that it is difficult to keep pace with new problems arising and who should be responsible for their care.

Before, and at the start of World War II, these responsibilities and problems were tended to by our old friends Wireless Electrical Mechanics (WEMs). During the second World War, with the expansion of the Air Force and new types of aircraft, we saw an entirely new family of techs develop, consisting of Wireless Mechanics (Air), Radar Mechanics (Air), and Electrical Technicians (Air).

Today with the increase in number and complexity of electronic devices, the Air Force has expanded the electronic field. The maintenance problems now revolve around such groups as ComTech (Air), RadarTech (Air), Armt.S.Tech., ETech (A).

The electronic equipment in one aircraft may weigh as much as a ton, and cost as much as a twin-engined pre-war airliner. The electrical wiring maze necessary to connect this equipment would stretch from four to six miles. As many as twenty-six radio, radar or fire control system items will be operating from this maze of wire, and they will require at least twenty or more antennae.

The combat strength of a station depends not so much on how many aircraft or missiles it has assigned as it

does on how much of this equipment is serviceable and ready at a given time for their combat mission.

During the second World War combat strength was largely a matter of power-plant reliability. The power-plant was the major maintenance problem.

Today the combat readiness of a modern jet squadron, with the increase in the amount, the variety and the complexity of its electronic systems, is largely a problem of the reliability and maintenance requirements of its electronic systems.

The combat effectiveness of the whole range of our weapons in any future war may depend largely on the reliability of these electrical devices, and the skill and foresight of our electronic engineers and tradesmen.

Ladies and Gentlemen!

Do you know your Beauty Parlour and Barber Shop on the base, located close to the Station Hospital?

We offer good service with the latest equipment, and at reasonable prices.

Opening Days; Monday to Friday from 0900 to 1800 hrs
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Meats and Sausages**

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CANADIAN CURRENT AFFAIRS

TRANS-CANADA HIGHWAY — The Saskatchewan portion of the Trans-Canada Highway, the first to be completed, has been officially opened. Completion of the 405.9 mile section is expected to play a major role in increasing the number of visitors to Saskatchewan from the United States and the other Canadian provinces. With the exception of a 50 mile section in Newfoundland motorists can now cross Canada from coast to coast using provincial highway systems, which for the most part follow the Trans-Canada route.

NEW SHIP PASSAGES — Official congratulations have been sent to the Arctic patrol ship, HMCS Labrador, on the establishment of two vital new deep-draft ship passages in the Canadian Arctic, the Royal Canadian Navy announced. The most recent notable passage made by the Labrador occurred when she became the first deep-draft ship to sail through Bellot Strait, between Somerset Island and Boothia Peninsula, thus establishing an alternate eastward escape route for ships operating in the central and western Arctic. The earlier passage was between Resor and Pike Islands at the south-eastern end of Baffin Island, a discovery which offers a new deep-draft channel into Frobisher Bay from the Foxe Basin area.

NATO AIR TRAINING — Aircraft technicians of the Belgian Air Force began training on the Canadian designed and built CF-100 all-weather jet fighters at the RCAF's No. 3 Fighter Wing, Zweibrücken, Germany, officials of Canada's NATO Air Division have announced. On completion of their training, part of the course will be selected to form a Belgian field technical training unit similar to the one at 3 Wing. The remaining students will form the nucleus of squadron technicians for the twin jet CF-100's as they come into squadron service.

CANADIAN HONOURED — The City of Antwerp has paid tribute to a Canadian General who figured prominently in its liberation from the Germans in 1944. At ceremonies commemorating the 13th anniversary of its regained freedom, the city named one of its streets after Lt.-Gen Guy Granville Simonds, who commanded the 1st Canadian Army in the relief of the Scheldt estuary.

ACCLAMATION — George H. Doucett has been elected to the House of Commons by acclamation for the constituency of Lanark in Southeastern Ontario. The election of Mr. Doucett, a Progressive-Conservative, gives his party 112 seats in the new House. Other party standings are: Liberal, 105; Co-operative Commonwealth Federation, 25; Social Credit, 19; Independent, 2; Independent-Liberal, 1; Liberal-Labour, 1. There are now no vacancies. Mr. Doucett, a former minister of highways for the province of Ontario, was Lanark's member in the Ontario Legislature and resigned the seat to contest it for the Federal House. The previous incumbent, Dr. William Blair, also a Progressive-Conservative, died less than a week after the June 10 general election.

EXTERNAL AFFAIRS — Dr. Sidney E. Smith, prominent Canadian educator, was sworn in as Canada's Secretary of State for External Affairs, and is now serving as chairman of Canada's delegation to the United Nations General Assembly. Prime Minister Diefenbaker previously had charge of the External Affairs portfolio. Dr. Smith, who resigned his post as President of the University of Toronto to accept his new post, was born in Nova Scotia, studied at King's College, Windsor, N. S., served overseas during the First World War, and completed his law studies at Dalhousie University, Halifax, and Harvard University. At the age of 37 he assumed the presidency of the University of Manitoba, and in 1945 was named President of the University of Toronto. He is married and has three children.

"WAKE UP AND LIVE"



by F/L C.H. White, Protestant Chaplain

This month we would like to bring to your attention three books which are available in the Chapel Bookroom. The writer is J.B. Phillips. He gives us a new translation of the Acts of the Apostles in "The Young Church in Action". His book, "Letters to Young Churches", is a translation into vigorous contemporary English of the Epistles of the New Testament. The Times Literary Supplement describes his third book, "The Gospels", in this way: "It is good that we should be given a translation in straight-forward English, free from any touch of 'Churchiness'".

As an example of how Mr. Phillips translates the message of the Epistles into terms of today, we quote the following section from The Epistle to the Romans, chapter 13, beginning at verse 11 (you will find it helpful to compare this with the words in your own Bible or New Testament.)

"Wake up and Live!"

"Why all this stress on behaviour? Because, as I think you have realized, the present time is of the highest importance — it is time to wake up to reality. Every day brings God's salvation nearer.

"The night is nearly over, the Day has almost dawned. Let us therefore fling away the things that men do in the dark, let us arm ourselves for the fight of the Day! Let us live cleanly, as in the daylight, not in the "delights" of getting drunk or playing with sex, nor yet in quarrelling or jealousies. Let us be Christ's men from head to foot, and give no chances to the flesh to have its fling."

Here also is a well-known passage from the Epistles to the Ephesians, chapter 6, beginning at verse 10:

"In conclusion, be strong — not in yourselves but in the Lord, in the power of his boundless resource. Put on God's complete armour so that you can successfully resist all the devil's methods of attack. For, as I expect you have learned by now, our fight is not against any physical enemy: it is against organisations and powers that are spiritual. We are up against the unseen power that controls this dark world, and spiritual agents from the very headquarters of evil. Therefore you must wear the whole armour of God that you may be able to resist evil in its day of power, and that even when you have fought to a standstill you may still stand your ground. Take your stand then with Truth as your belt, Righteousness as your breastplate, the Gospel of Peace firmly on your feet, Salvation as your helmet and in your hand the Sword of the Spirit, the Word of God. Above all be sure that you take Faith as your shield, for it can quench every burning missile the enemy hurls at you. Pray at all times with every kind of spiritual prayer, keeping alert and persistent as you pray for all Christ's men and women."

Sports

and RECREATION

Intersection Softball League:

The 4 Wing Softball season officially closed for 1957 with HQ's dethroning last year's champions, 444, in the finals. It was a hard fought series with HQ's winning the third game 9—2 after the teams had split the first two. 444 won the first game 16—15, HQ's the second 9—4. HQ's ended up with a season record of 17 wins and only 2 losses.

In Air Division play our teams didn't fare too well. The Raiders defeated 1 Wing in the semi-finals 2—0 but developed a bad case of the jitters against 3 Wing in the finals and lost 6—1. The girls were eliminated in the semi-finals by the 2 Wing Eaglettes, the eventual Air Div champs.



HQ's-INTERSECTION SOFTBALL CHAMPS

Front Row — Ed Bast, Mick McNight, George Black, Ed Flanagan, Ian McHardy, Doug Gew. (L to R)
Back Row (L to R) Lou Lukacs (Coach), Brian Mooney, Ken Hessian, Bob Noyle, Denny Pake, George Jones, Dave Gordon (Manager)
Missing from Photo — Bruce Hogg, Moe Gillen.

Touch Football:

After a delayed start the 1957 season finally got underway on Saturday 28 Sep with HQ's tangling with the ME. Final score of this game was 32—0 for HQ's with touchdowns being scored by Bob Flynn, Ken Bennett, Lou Lukacs, Denny Pake and John Melancon. The league this year consists of 5 teams with 419, 422, and Wing Maintenance rounding out the league. The league will end on the 26 October with the semi-finals on the 2nd and 3rd of November and the finals on the 10 and 11th.

General Ramblings:

The Air Division Swimming Meet was postponed for an indefinite period and it is expected that it will now be held around the end of October or early November.

The Intersection Hockey League will be off and running again about the early part of November with a 6 team league. The only change this season is that the Blue and White of the Moose will replace 414's colors. The Intermess league will also be operating this year and already Breezy Brisebois has conceded this one to the Sgt's Mess.

The Curling Club this season will be operating under the very expert guidance of Sgt Browning with Joan Steele handling all minutes and correspondence. Curling is due to start around the middle of the month, and present plans call for interwing meets plus added club bonspiels. The club will also once more host the Air Div

Bonspiel here in early April and possibly a proposed major Bonspiel against teams from AAFCE, SHAPE, and Trier. Altogether it should add up to quite a season.

Basketball is once more underway and prospects look good for the Raiders this season. From the looks of the early practices the team should be loaded with both height and speed, which is always a tough combination. W/C McLeod is again handling the coaching reins and with the material at hand is looking for a winner. The team may be entering the Karlsruhe US Army League as well as the Air Div League and this should guarantee fans lots of top-flight games for the season. The girl's edition, the Raiderettes, are also started for the season and are looking for anyone with previous experience to help them in their struggles.

Personality News:

A big welcome to Sgt Pete Vanier who has just arrived from Lac St. Denis, complete with Frau and 4 Kinder. LAW Eileen MacKay is enjoying the sun in Italy while Lou Lukacs was passing around cigars on the arrival of his second daughter — still no hockey players. Cowboy Gow is planning a short trip in mid-November — down the middle aisle. F/C Kenn Bennett is packing for his return to Canada after a summer with us and his big grin will be missed by all.

Judo Club News:

The big news for all Judo Club members is the grading examinations set for the 19th of October. The club has been fortunate in obtaining the services of Mr George Chew who holds the rank of 3rd Dan to conduct these examinations. As this grading is the climax of the members' hard work throughout the season and of great importance to their continued advancement all members are keenly interested in them.

For any people who are interested in learning Judo but have been putting it off now is the time to get into action. Cpl Dick Wilson, the very capable instructor of our club has announced that a new course will be starting on the 21st of October. All interested may contact Dick at Local 70 or in person at the Security office in the Headquarters building.



GIRL'S FASTBALL TEAM-1957

Front Row (L to R) Jim Deveau (Coach), Lena Weston, Dennie Bayley, Jane White, Shirley Deveau, Marlene
Back Row (L to R) Dot Pozdyk, Jean Bateman, Myrt Graham, Joan Heath, Gil Remphrey, Dot Robinson, Mary Slaughter.
Missing from this picture are Coach Ed Slaughter and team captain Marie Vergouwen.



Touring our Flugplatz



419



SQN

419 Sqn Aircrew

This month the "Moose" welcomed back F/O Mills and F/O Neilson from Canada where they had spent two weeks settling their business. Also from Canada, the single officers' baggage which we are sure was paddled across in a canoe.

The Moose is also claiming a record, although not enviable. Three of the chaps pranged their cars in a twenty four hour period. The men of fame are F/O Gary Froom, F/O Mortimer and F/O Sicard. All, fortunately unhurt. Two of our single men, F/O Smith and F/O Eichel, are on leave presently and have spent some time in Munich and plan to visit the Alp Country. We were all rather disappointed in the weather during the exercise as we were unable to show the doubters our potential.

This month we begin our series of sketches on the squadron starting with chopsticks one and two. Also another short song to the tune of "Around and Around". Next month you shall meet chop's 3 and 4 along with some more squadron patter. See you.

Chopstick 1

The Pilot of this crew is W/C R.E. MacBride DFC.CD. of Woodstock N.B. He joined the service in January of 41 and during the war, served with coastal in Scotland, Iceland and Eastern Canada. After the war he had various staff positions, the last being Staff Officer Postings and Careers at St Hubert. In September of 56 he became the



W/C R.E. MacBride DFC.CD.



F/L J.A. Tulloch



S/L H.J. Marsh

O.C. of our squadron. He is happily married and has four children to prove it.

His navigator is F/L J.A. "Arn" Tulloch of Duvernay Sask. and Woodstock Ont. Arn also has war time service, this with 103 Sqn RAF and the 582 Sqn of the RAF Pathfinders. His post war years have not been too enviable. It constitutes time as OC Cambridge Bay, 111 C&R Wpg, 5 years ANS instructor. He joined the squadron at the same time as his pilot and became the Sqn Nav/Rad Leader. He is also married with one child.

Find a sword,

It's on the ground, ground, ground

And the Cumulo nimbus

In the air around

Find a sword

It's on the ground, ground, ground

And the CF 100's in the air.

Where the clouds are up to 39

And the air defence is up to 419

If the reds decide to play it loose

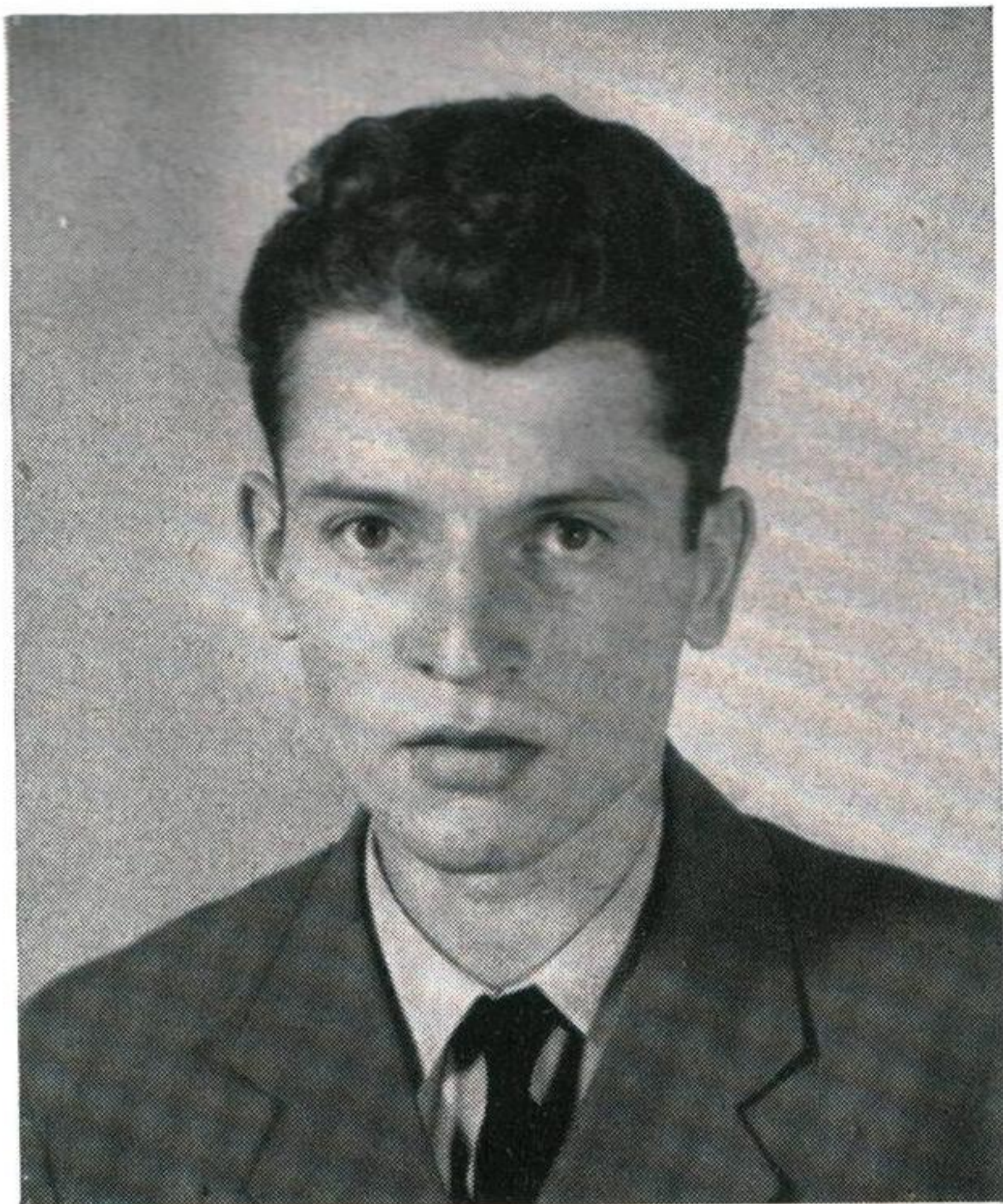
They will be racked up the back

By good old Bruce.

Chopstick No. 2

S/L HJ "Harry" Marsh pilots this crew. He is a native of Transcona, Man., schooled in St Vital, Man., and employed in Winnipeg. He then served four years with the Winnipeg Grenadiers after which, in Sep 39, he enlisted in the RCAF as a clerk. In 1941, after promotion to WOII he remustered to aircrew and became an instructor for the remainder of the war. Post war he has had various positions as instructor, Adj at CJATC Rivers, Man. and OC Flying at C&R Whitehorse. He became a "Moose" in Oct 56.

F/O "Mike" Thomas, his navigator is from London, England. He spent 6 years in the RAF one of which was spent at ANS Summerside. Canada so impressed him, that, after his release he returned and joined the RCAF. He is 25 years of age and very very eligible.



F/O M. Thomas

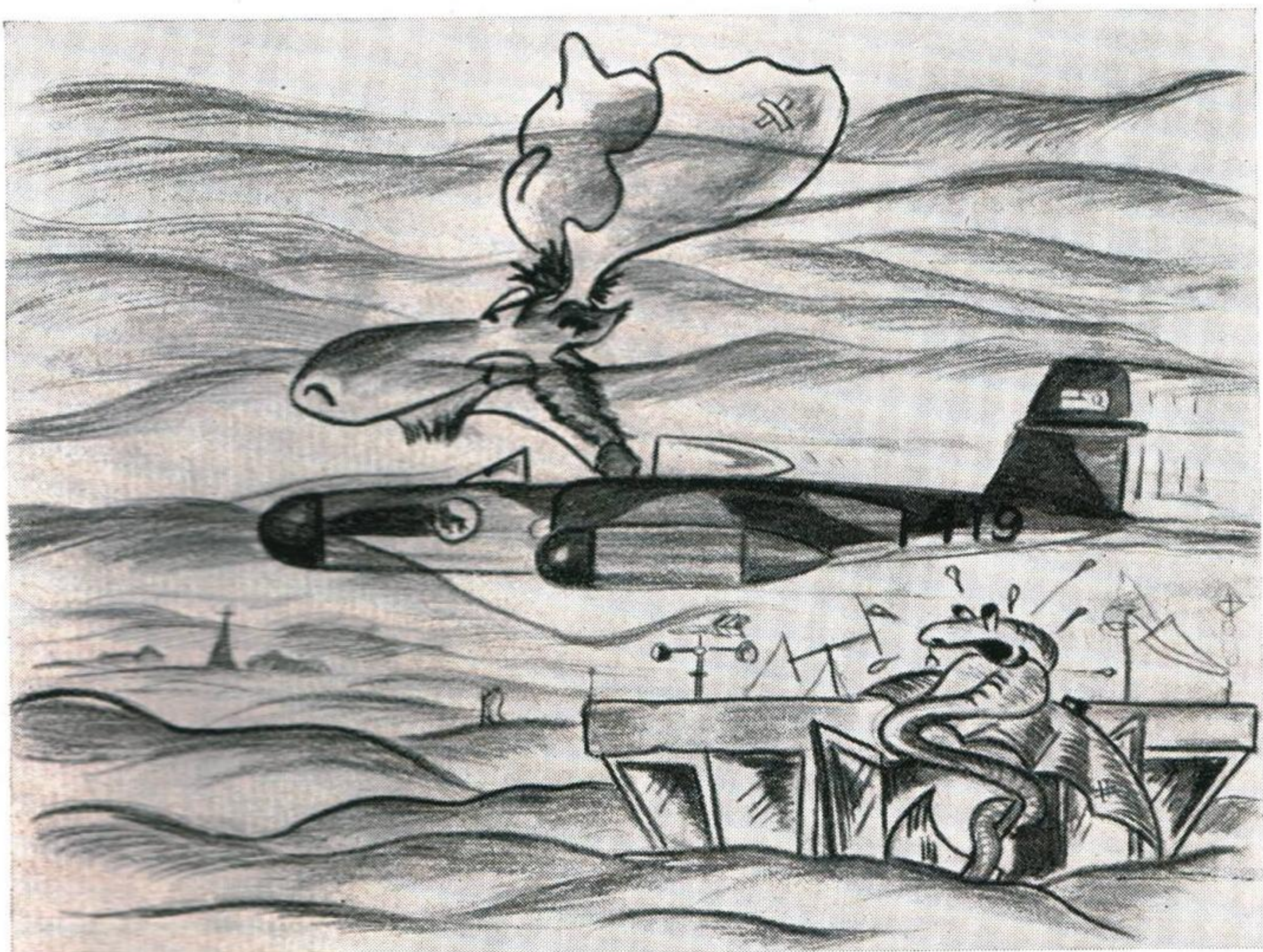
419 Groundcrew

by Cpl R. Peever

Another month has rolled around and it is time to spin the platter once more on the good tidings and woes of 419 Squadron. LAC McCrossin is now on leave in Glasgow Scotland. On his return he will be bringing back his family.

We now have our canteen going and have a good selection on sale including our specialty which is a special brew of coffee. The recipe for this coffee is a trade secret. When I inquired why so many fellows were hanging around the canteen they said they were hungry. It could be hunger but I think it may be the new girl working there. LAC K. Daly became the new German weight lifting champion at Kassel on September 8th. Congratulations Bonnie. Our squadron was paid a visit by the Duke of Windsor this month. After being shown around he was given a short but fast trip around the runway by the O. C. Wing Commander MacBride. He seemed quite pleased, and impressed with the CF 100 performance. The ground crew taking part in the operation were thanked for a job well done. They were Cpl's Butterworth and Webster, and AC's MacDonald, Creelman, O'Brien and Ringrose.

Why does there always seem to be more Unimog drivers during the day than there is when it is time to put the equipment away. Also would the drivers please leave the keys to the Unimogs in the vehicle instead of



in their pockets. If you want to go joyriding buy a vehicle.

It has not taken some of the new members living in married quarters very long to discover what they can be like here. It seems that one airman who lives on a bottom floor has been getting showered with sand from either Heaven or the top floor. There have been other P.M.Q. stories also but anyone living there has likely heard them all.

At least two of our Cpls, who are Cpl Young and Cpl Johannessen have bought a new Opel Rekord. This must have been a change for Cpl Young who I understand left a 1957 Volkswagen in Canada. All we can say to this is Why? Sgt Mucklestone is going to try his luck with a new Volkswagen, Sgt Marshall and FS Bailey are getting new Consuls very shortly.

Everyone in 419 is wondering about the age-old question; "why can't we get into all the American P.X.'s?"

Sgt MacLennan is going around in a daze these days and mumbling something like: "Why can't I go back to Canada right away." LAC MacKay is also in a daze but for a different reason. His wife is on the way here now and should be arriving in Germany shortly. What Sergeant and three airmen were in the Hawaiian Bar at four a. m. on Saturday morning, and is this why they were late for work the next day. Cpl Jobe had a spell of dishwashing this month (no diapers), while his wife Doris was at three wing having her appendix removed. There is no end to what these Air Force wives will do for a holiday. She enjoyed her stay in three wing so well that she was in stitches for seven days after. She is now feeling okay and her husband is back to: Normal dishwashing routine. We wonder why Bud is getting more regular sleeping hours since the Homeric docked at Le Havre in mid-September. Somebody said that LAC Gilchrist is bothered with insomnia as he keeps waking up every three or four days. I will close with a short story:

It seems this young man was driving one day when he had a flat tire. This happened in front of a lunatic asylum. One of the inmates came up to the fence and proceeded to watch while the driver changed the tire. He had the hubcap on the ground with the wheelnuts in it. As he reached for it the cap tipped over and dropped the nuts into a sewer hole beside the car. The driver, very disgusted with everything, proceeded to walk to the nearest town, five miles away for new nuts. After returning and placing these nuts on the car the lunatic inmate was still watching everything. As he got ready to leave the inmate said: "I wouldn't have done what you did but took one nut off each of the other wheels until I got into town and saved all that trouble." The driver replied: "If you are so smart what are you doing in there." The inmate replied "I am here because I am crazy not because I am stupid." See you next month.

The Wheel House

by LAC J. D. Laurin

We would like to take this opportunity to extend a hearty welcome to G/C and Mrs. McNair. We are very pleased to have them with us and we hope their stay at 4 (F) Wing will be very pleasant.

W/C Hale arrived in July to take over duties of CAdO. Welcome to you and your family, Sir.

Other newcomers are FS Fairhead and his wife. FS Fairhead is our new NCO i/c of Records in WOR; LAW Provencal, CO's secretary; LAW Loewen, PAdmO's secretary; LACs Petrie and Trudelle in CR. To all of you, it is a great pleasure to welcome you and have you with us. We hope that you will enjoy your tour at 4 (F) Wing.

Coming event for October is a farewell party in the Mixed Lounge for F/O "Buck" Rogers, Cpl "Benny" Bennett, Cpl "Reg" Savoie and LAC "Joe" Vranic, who are soon to return to their native land.



Wing Training Flight

By F/O G. Dusseault

To start this month's article off the permanent members of WTF would like to say good bye to F/O's R. Heard and B. Wallace. Their three month's temporary duty at WTF is over and they are being transferred back to 444 Squadron. We hope that they make full use of all the gen they picked up while at Training Flight, and that they pass on some of this knowledge to other members of their squadron.

Their able replacements are F/O's J. Newlove and B.K. Doyle. Welcome to your new 'positions', Jake and B.K. Rumour has it that F/O Newlove and F/O Doyle volunteered to come to WTF, and that they were allowed to leave 444 only because they could not make the 444 Hockey Team.

On return from Sardinia, F/O 'Guv' Drover took possession of his new Karmann Ghia, and he is quite pleased with the car. He says the colour matches his Italian sun tan. (that's not all it matches).

For lack of more interesting subjects to write about, the author has submitted the following article.

O—O—O (SKITS)

MEMORANDUM

OC 224 (F) SQN

24 Sep 57

Well Done Citation

414422444419 F/L X.Y.Z. Smak

1 The undersigned and the station Flight Safety Officer, F/L Appletree, wish to pat the above mentioned officer's back, and to say "Well Done". A special well-done article will be 'Featured' in next month's Flight Safety Magazine.

2 F/O Duce, tower controller; F/O Does, approach controller; F/O Dews, GCI operator no. 1; F/O Doso, GCA operator no. 4; and F/O Donot, GCA operator no. 2 all have submitted memos commenting on the a/m officer's calm attitude maintained during a series of emergencies encountered on Sabre No. 23700 on 24 Sep 57.

3 F/L Smak, by mistake, took a/c 23700 instead of a/c 12345. Not known to him this a/c by accident had missed four — 1000 hour checks, and was in pretty bad shape. Also it was waiting to be picked up by a Creek Air Force pilot as the Canadian Government had so kindly donated it to the CAF.

4 Following is a list of "Incidents" which occurred during F/L Smak's Flite:

- (I) Loss of fuel gauge, (due to popped circuit breaker)
- (II) Failure of main instrument inverter (he selected Alternate)
- (III) Generator failure (he reset)
- (IV) Loss of Pressurization and loss of oxygen due to leakage. (He came to at Angels 12 and continued trip).
- (V) Overtemperature and aft fire warning lite. (He throttled back)
- (VI) Flew through a heavy plus thunderstorm.
- (VII) Lost the use of his radio compass. (He asked for ADF)
- (VIII) Experienced partial power failure. (He switched to emergency)
- (IX) He had to do a letdown and GCA in a heavy plus plus thunderstorm.

- (X) During this letdown his fuel leaked out.
- (XI) GCA lost contact two or three times.
- (XII) Left hand main gear would not lower.

5 During this trip F/L Smak was called upon by GCI to intercept and destroy a PeeSoup Air Force Nogaruo aircraft piloted by a "stoned" PSAF pilot, who, to spite his girl friend, shot up her home and home town with rockets and dropped his external tanks over Strasbourg Cathedral, where they were to have been married had he not found out that she had had an affair with his instructor.

6 The weather at base was not good. 169 feet overcast; 1/16 mile visibility in heavy PTWTTT) Consequently GCA lost him in the stuff. He pulled up near base, just as his engine flamed out, and bailed out at 1111 feet, he landed safely without a scratch near PMQ No. 21 only to be knocked down by a small boy on a tricycle, and so got his leg nicely broken.

7 This man is definitely in the hero category as he stayed with his a/c until the very last, so that the a/c could be delivered to the CAF, as tower had told him of his mistook a/c.

8 The CAF are still trying to salvage the a/c from the Rhine, in order to start a Jet Sqn. to be called after F/L Smak's Sqn of 224.

9 This well done memo has been written in order that F/L Smak will not be punished too severely for abandoning. the a/c, and so that he may keep his wings.

(G. Doso) F/O
OC Nothing
262

PS — For the few nix flying types who have not guessed it yet, this trip was carried out in the F 86 ground trainer Simulator.

HUDSON'S BAY

Jamaica

Rum



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


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

Wing Instromania

by The Scribe

What a hardy crew we are! The month was barely half completed when one of the lighter members of the section tired of his barrack accommodations and spent the greater part of the wee hours sleeping in the rough. When we say in the rough we mean just that. Rain, cold and wet grass didn't stop him one little bit, for he ordered a poor little frog out of its home, and occupied the ditch until his sorrows were literally drowned. The cause of such an action on the part of one who lately has been playing it cool, so we hear, was the loss of what was left of September's budget to a deck of slippery cards. In spite of all the elements could throw at him, he is still over 130, so all is well.

Time out from the nonsense now, to lay out the welcome mat for our new Warrant Officer, Barney Phelps. After an extended convalescence, we are glad to have him in our fold, or rather at the head of the fold, feeling fit. He seems to have enjoyed a leave before his arrival in the section, which took him into sunny Spain, and he is sporting a deep tan which he couldn't have obtained any place else. What is that I see over his shoulder? A Mator's cape?

Father Penny had better leave the poor touchy A. E. types alone in the future. Their feelings are fragile, and after all, you do want Uncle Loydy to speak to you, don't you? And oh yes Cullen, it is bad business trying to get the poor Orderly Corporals drunk with you. Tch, tch, tch.

One late night out on the town in Shiftung certainly exposed the fact that there are two among us who are not too sharp on figures (numbers, you evil types). Oh, they are pretty gen when it comes to counting their MPCs but seven and its multiples seemed to bother our boys Griffin and McFarlane. They may have had an excuse or two in the form of a nice, tall glass of brew, but it is just as well that they came along to have their wits sharpened, because Kitty gained a little on their blunders.

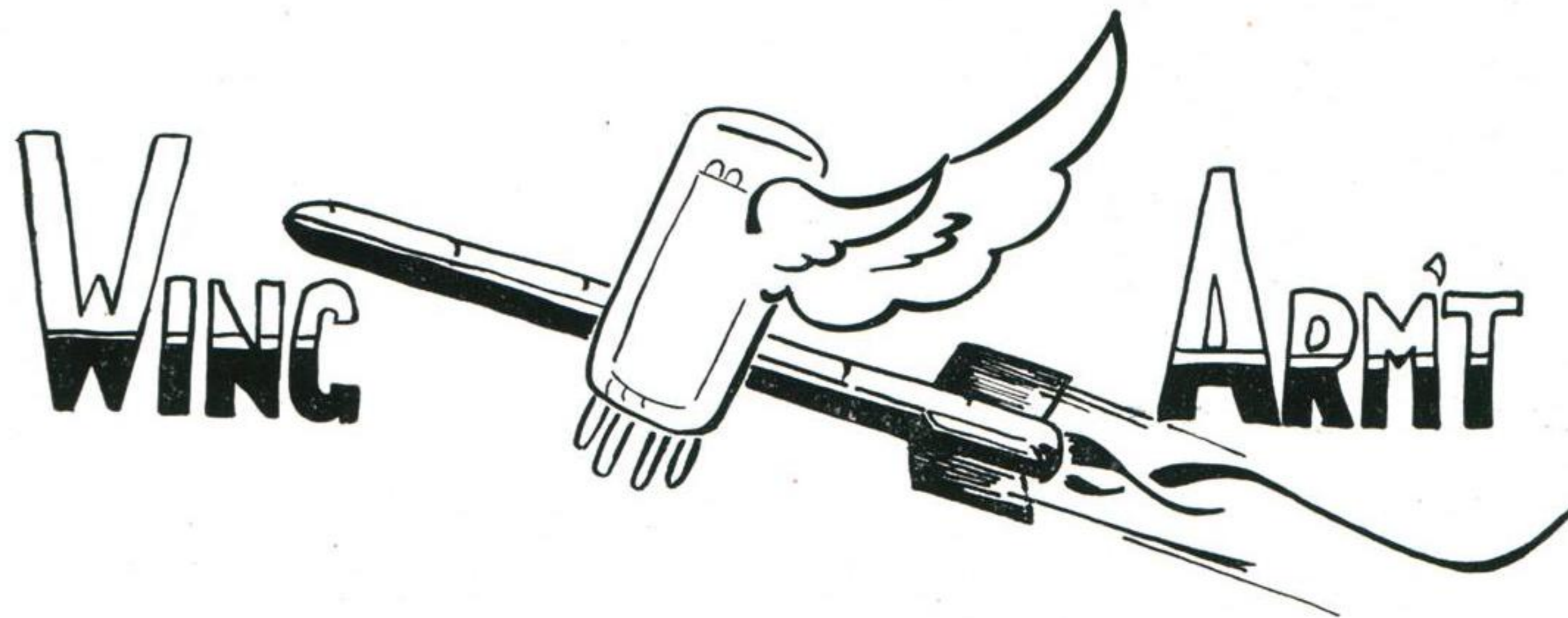
Another newsworthy item is the day Coulson was seen struggling out of his coveralls after the quitting whistle had blown, with sweat on his brow yet. It may be that he had just run back from the horse-shoe pits, but he claims he was working, so we'd better believe him.

The case of the missing key had the upper echelons baffled for quite a while. They carried out an investigation, but when nothing came of it, a new lock was installed, involving a whole day of stores procedure for that poor, overworked Cpl Greer. The key turned up later however, quite mysteriously, the same day Winco came back off leave. What is it they say about circumstantial evidence?

After all the back breaking effort which was put into Browning's garden, we hear by the grapevine that he values the produce that much that certain items were presented to guests as prizes at a birthday party.

One stalwart Opel owner in the section came in all smiles the other day exclaiming how he had to drive the machine from Rastatt with the emergency brake on to keep it from getting out of hand. He did a grease job the night before and couldn't hold it back. He claims that he finds a new grease point every time he does the job, and this time he discovered the ones on the wheels. Keep looking Gray, and you may find the engine one day.

By now, Andy will have his frau and youngster settled in to their place in Baden. Welcome to Germany. It is an awful thing to happen though, to someone who has been enjoying himself so immensely in the outlying district. I guess it happens to the best of us Andy, but you'll have a chance to show your wife all the interesting places you have been so far, now that she can keep an eye on you.



by "Al" Wilson

The October Fest is over and the Hockey has begun, The Combines are in there fighting — "Triple 4" is on the run!

A tip of the old Arm't tin hat to the Combines. May they have a victorious season this year ("The snakie Sqn" can't win every season).

Bowling will have started by the time this article has been printed. Let's hope our team, The Cannonballs, finishes this season in a little better shape than it did last year. Under the able leadership of LAC Levesque we may roll to new heights.

Bruce, our all weather friend, has taken Sgt Tommy Owen (mit der schwartz auto) from our family circle while the little green patch (DOG PATCH) of vegetation by the main gate has taken away LAC's "Red" Leblanc and "Jim" Stoner.

The Zadows must be a very lucky family as the bingo prizes keep rolling in. Maybe you would let us in on the secret, Alex?

LAC "Ken" Mott has returned from a lengthy tour of the British Isles where he spent a happy healthy holiday. He didn't say that the weather was bad but he isn't sun-tanned and webbed feet don't grow on everybody.

"But Vi, the Circle 32 Club would fold up if you stopped going!"

This is my last article, after a year of writing for the Flieger, so before I take the pen from my chubby little paw, I wish to offer all the luck in the world to my successor, an M&W Tech.

Auf Wiedersehen!

Telecom Gen

Cpl. E. Sherwood

Marcenko must be some T. A. instructor. Even at this early stage of the course he's got Jones remustered and Tilner recommended as a Jet Jockey! — Air Section's in the news these days, — see Sgt. Murray now has a new baby girl and another auto. Congrats on the baby, Bud. Congratulations too to Murray Turnbull on the baby girl. Telecom has its own private stork and even it is overworked, — you should see its Monthly Tech. Report, almost as long as Lloyd Larson's... (OK, Lloyd, I'll choose pistols).

Oh yes, here's a belated welcome to F/L Copley's and F/O Stewart's families. Sandweier and Kuppenheim are well-known resorts amongst Telecom personnel, — you should see what we resort to in the Hirsch and Ochsen. Hae ma doots about an old beat-up Volks making the long haul this Winter, — can always fall back on the Pontiac.

Welcome too to LAC Lepage to Radar, and now that FS Murray and McEwen are back from Locking maybe the Hardstand antenna will keep on a-turning. Hey! That was a good Party we had, — let's have another, — it must be someone's birthday.

Long time since Cpl. Ennis was mentioned here... Hi, Harry.

Smoke House News

by Cpl W. Stratton

As our readers are well aware that a great change in personnel has taken place in the Fire Section, we once more say a few words for two more stalwarts from abroad. By way of station Chatham LAC Pat (newf) Sullivan, and our latest arrival from Station Tofino LAC Fred Hiebert, both these boys I'm sure will fall in stride with the smoke house and from what is heard are having little trouble becoming familiar with the local surroundings. Hope both of you fellows enjoy your stay at 4 (F) Wing, as we feel assured that this is as nice a group of Smoke Eaters as you will find anywhere.

Seems as of late there is something lacking in our Deputy position. By the time this article is on the press we are expecting back from Italy Sgt and Mrs Harvey Miller. There is bound to be a good run down on the points of interest on this trip in our next issue.

Returning from holiday we have LAC and Mrs Ron Carmicheal along with LAC Red Hill and Dan Kavanaugh. Ron as some readers will know is fairly jumpy these times but we feel assured that the good wife is capable of carrying the burden. No sweat Ron we'll run a raffle on the estimated time of arrival. Dan and Red spent a lovely time in Scotland and while there had the opportunity of taking in the Edinburgh festival, a fine point of interest was the tattoo held at the Edinburgh Castle, the splendid drill display exercised by the African Rifles Highland Regiments, and above all the musical ride of our famed RCMP.

Getting back to our immediate section I would like to draw to your attention our slogans that have been made a part of the regular diet. The fellows say "Thanks a Million" folks for the effort shown during our fire prevention week 6 to 12 October.

A small thought before saying Auf wiedersehen "Lets Make Every Week Fire Prevention Week".

Notes from W/M

by LAC J. Peebles

Well here we are after an absence of a couple of issues, with, as a start not too much info. This being a little new to the lad here he finds it difficult to know where to start, but here goes.

Congratulations to Cpl Boudeau and frau: A baby girl Carol Ann on Sept 3rd at No. 4 (F) Wing.

This is a good time to wish all the new people to W/M a good and happy tour, with us. I don't believe F/L Dustin has been mentioned so we take this opportunity to welcome him to his new post in the hangar. We extend our wishes for a pleasant stay with lots of success. To all those whom I have missed deepest sympathy. I will place a soap box on the hangar floor from which you can, at your own will, scream your news.

Well another year of hockey is just around the corner. With 419 sqdn. on the station now it promises to be a big year again. We seem to have good support shaping up so let's all go out with the intentions of getting W/M up in the top brackets.

Bowling also comes into the lime light with two teams from the hanger entered. LAC Archie Forest was elected secretary of the station bowling league this year. Good luck Arch on your adventure into the unknown.

Touch football is another sport that will be underway by the time you read this.

The biggest news for 57 as I have been told, is the change of controlling heads between control room and tire bay. Mind you this is just their opinion.

CPL'S CLUB

by Cpl Bob Atkins

Entertainment during the month of September has been of a unique variety. On September 7th, the first of a combination of Bingo-Dances was held with a jackpot prize of \$50.00. Unfortunately no one was lucky enough to win it. Friday, the 13th of September was "Sea Food Nite" with a capacity crowd on hand to witness one of the best floor shows the club has ever had.

During the week-end of September 28th and 29th the club was well represented at the October Fest in Munich.

For 27 Cpls it was a weekend to remember. In some cases a "Lost Weekend" but judging by all the beer mugs that were collected, especially the ones that Cpl Bob Dean picked up we can be sure that it will be a long time before the Club runs out of glasses. The Bus was scheduled to leave to come home at 7 O'Clock. According to the boys it was Win, Place or Show that we would make it as far as our ETD was concerned. Cpl "Combat" Cassidy had the best time, he made the bus at 7:30. All sections were well represented except maybe the foremost members of 419. Apparently "Bruce" had to work that weekend.

The past month has also seen some changes in the Committee. We would like to say "Hats off" to Cpl Al Snider who has done a wonderful job as our past PMC. Al is succeeded by Cpl Ray Haight, our former V/PMC; who in turn relinquishes his position to Cpl McDonald of 422 Sqdn. Cpl Ken "True Blue" Addis was almost unanimously voted in to fill the shoes of Cpl George Cripps on the Entertainment Committee. Since this Cpl Harry "the flower of the musical world" Ennis has been feverishly running around trying to find himself a new wing-mate at the end of the bar but unfortunately he can't find anyone who dislikes Mario Lanza's recordings.

In the romance column we have a certain Cpl from the Met Section who has been spending his spare time stargazing down around Baden-Baden and also that "The Sultan" has chopped his Harem down to only four now due to the increase in the cost of living.

Well that's it from the Cpl's Corner, see you next month.

Wing Food Services

After an absence from the magazine for a while we have at last managed to write another column.

We have had additions to our staff, namely Sgt Nantel, Sgt Larin, LAC Green and postings to Canada, F/C Cannon and LAC Barkwell. LACs Roy and Lepitre each celebrated the arrival of boys and LAC MacDonald and Cpl Pickett the arrival of baby girls. Congratulations to them and their wives.

LAC Green just arrived back from Sardinia along with LAC Cormier looking fit and sunburned.

Cpl Hipson's wife arrived and they are now residing in Hugelsheim.

F/L Christie has returned from a leave spent in England.

This is all the new for now, we shall have more to put in the magazine the next issue.

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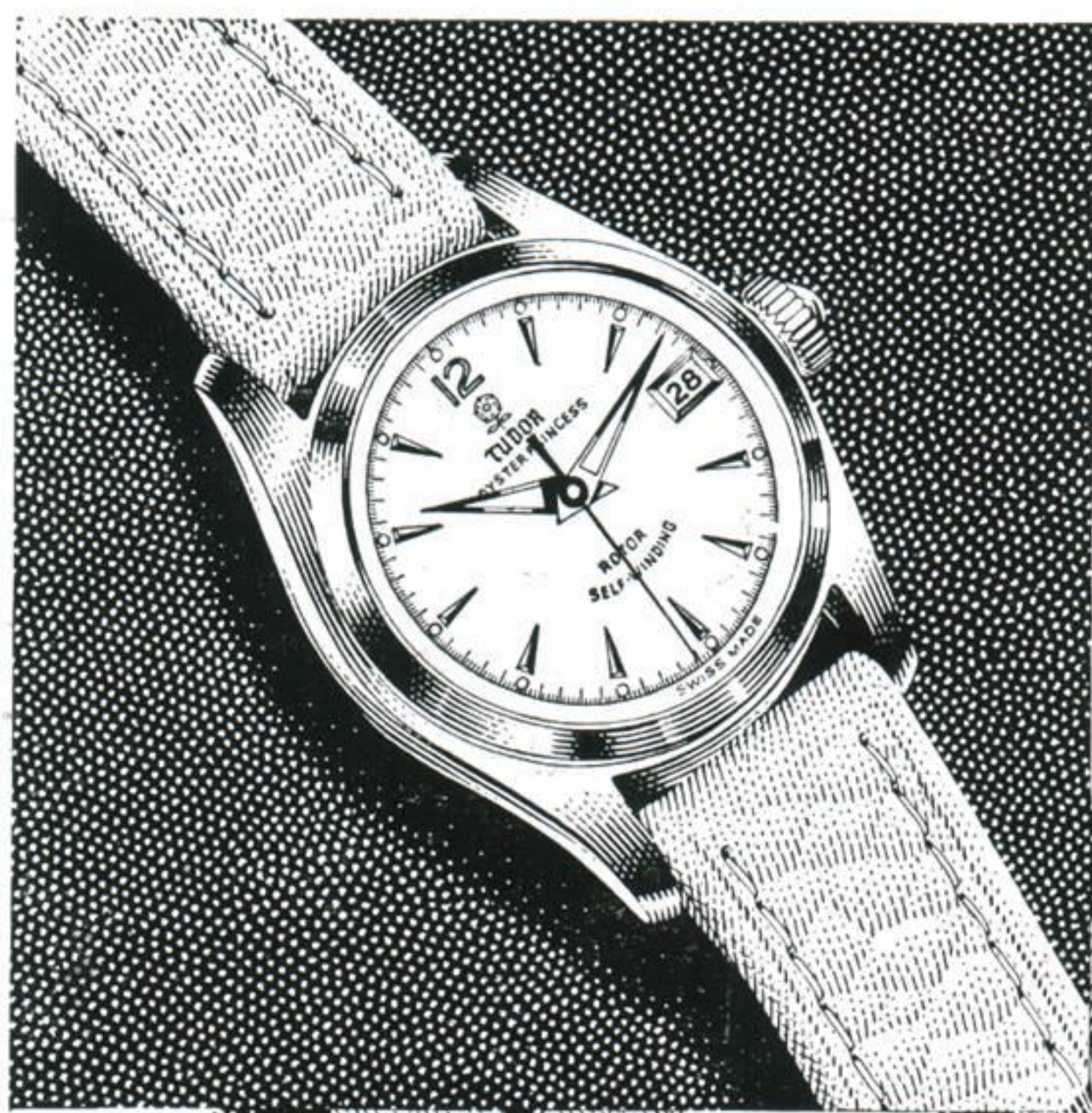
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