

# Schwarzwald- Flieger



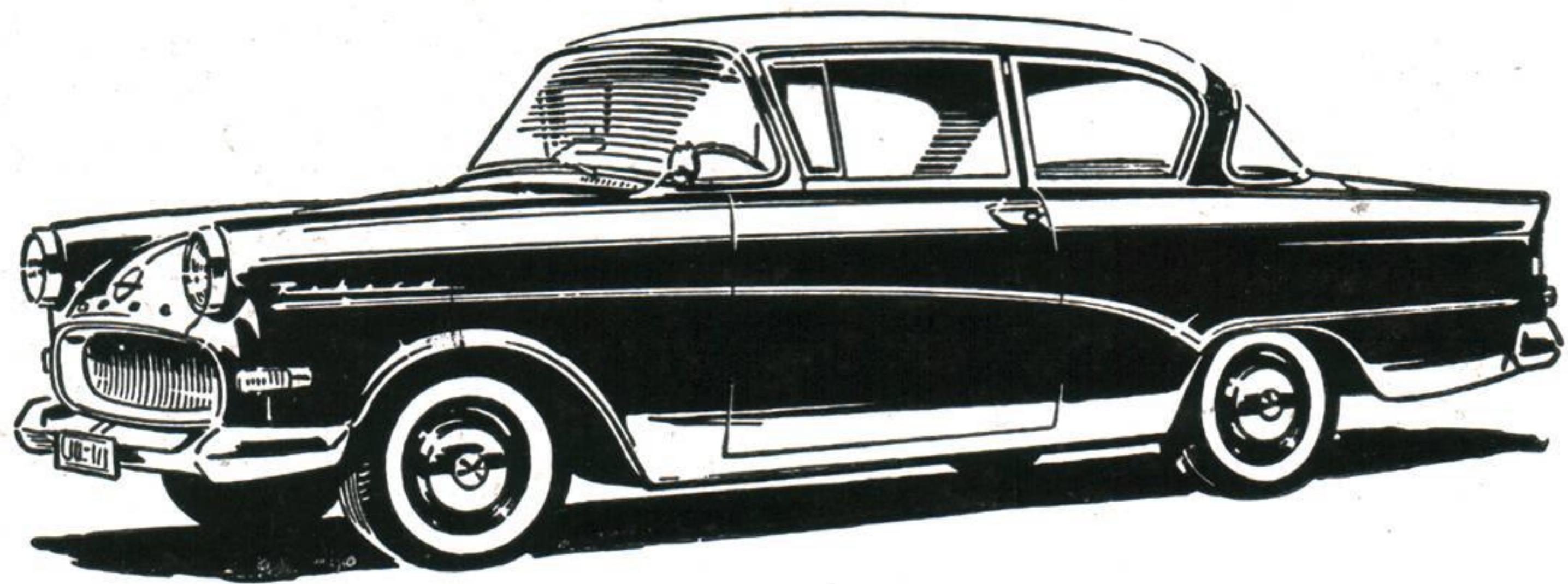
DANCING FESTIVAL (COVER STORY PAGE 1)

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BADEN - SOELLINGEN  
GERMANY

VOLUME V · JUNE 1958 · NUMBER 6



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## BADEN-BADEN'S INTERNATIONAL AMATEUR DANCING FESTIVAL

Every year at Whitsuntide Baden-Baden is host to the International Ballroom Dancing Festival. This year it was held at the Kurhaus on Saturday evening, 24th May and 16 amateur couples from 11 European nations competed. English couples usually win the competition and this year was no exception, Mr Eggleton and Miss Gradwell winning first prize. They were thus able to take the "Grand Prize of the Nations" back to their island. The German couple, Dr. and Mrs. Wolf gained 2nd place, 3rd prize went to Mr. and Mrs Holzhuizen from Holland, while Mr. Breuer and Miss Prager from Germany got 4th prize. The Danish couple Rosenlund were 5th and the Austrian couple Sandner 6th.

The large hall at the Kurhaus was completely sold out, and visitors had come from all parts of Germany and various neighbouring countries. As usual onlookers watched the elegantly dressed competitors walk up the grand staircase to the ballroom. It seemed as if an exquisite fashion magazine had come to life: the ladies, in delightful evening dresses, dreams in tulle, sack-models and the trapeze-line were accompanied by men in tails and dinner jackets.

The international visitors entered the festively decorated hall to the music of the "Bridge on the River Kwai" march. There appeared: Mr and Mrs Verbiest (Belgium), Mr. and Mrs. Rosenlund (Denmark), Mr Eggleton and Miss Gradwell (Great Britain), Monsieur and Madame Martin from France — they received their visa at the last minute, — Mr and Mrs. Holzhuizen (Holland), Signor Smaniotto and Signorina Marcato (Italy), Mr. Syvertsen and Miss Bruuns (Norway), Mr Mader and Miss Dorner

# Schwarzwald- Flieger

*(Black Forest Flyer)*

This magazine is published monthly as a Station Non Public Fund Activity through the kind permission of G/C R.W. McNair, DSO, DFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany.

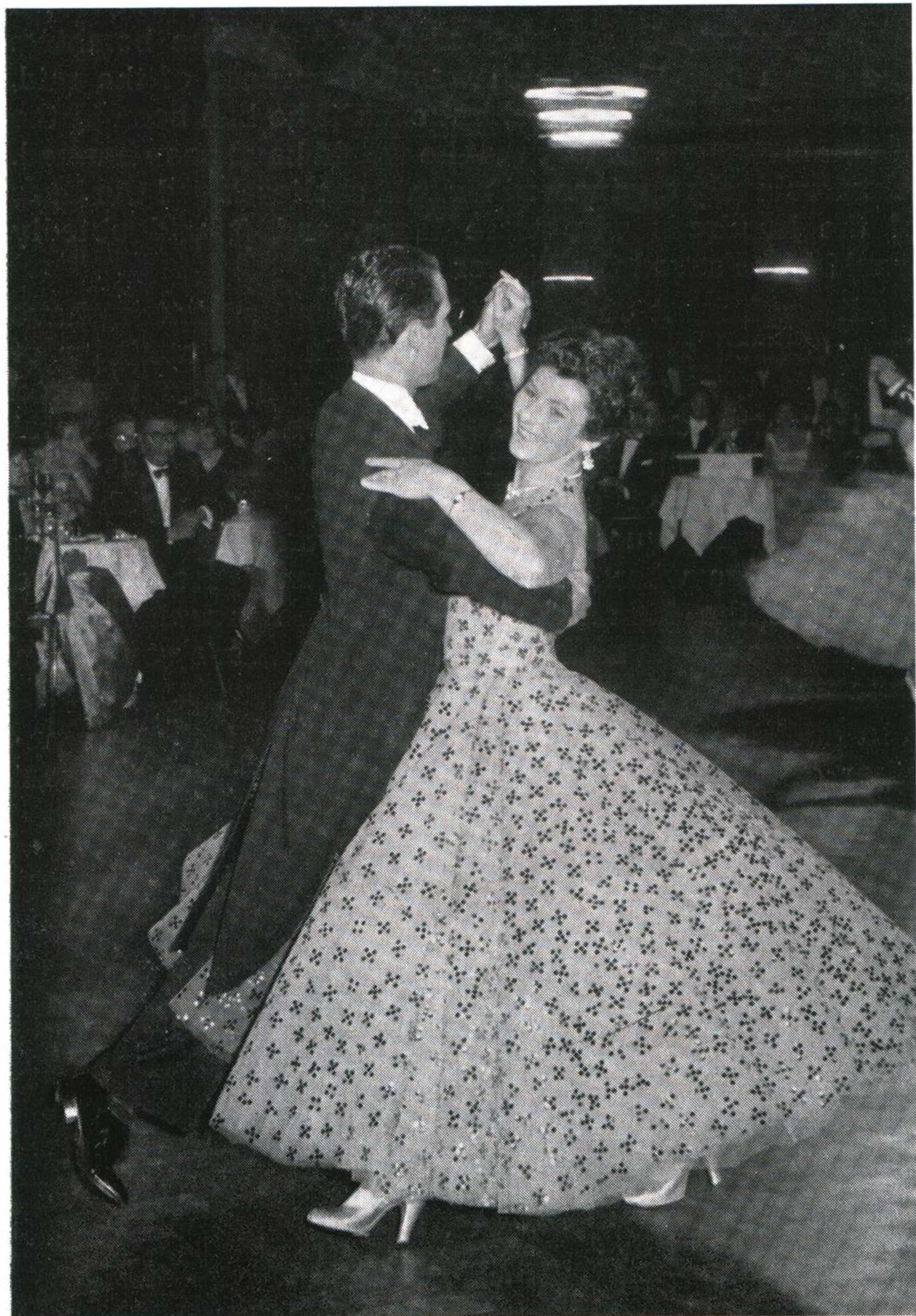
The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.

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Printed by Karl Metzmaier KG, Baden-Baden, Germany

Advertising Taken by: Kurt Prüfer, Baden-Baden  
Lange Strasse, Phone 47 44



The 1957 winners



The 1956 winners

as well as Mr. and Mrs Sandner (Austria), Mr. and Mrs Petterson (Sweden), Mr. Suter and Miss Bickel (Switzerland) and German couples who included the national champion couple, Dr. and Mrs. Wolf.

Baden-Baden's Kurdirector Dr. Montenbruck presented the ladies with bouquets of carnations, and every couple danced in waltz step through the hall.

The competition then started. Sixteen couples danced in groups of four to the music of the slow waltz, tango, foxtrot, slow foxtrot and Viennese Waltz. The ladies in their beautiful dance dresses looked enchanting. The two bands were led by Roland Alexander and Walter Schacht.

While the judges deliberated on who should be allowed to enter the finals the spectators had their turn to dance. The judges' decision was that England, Denmark, Holland and the two German couples should take part in the finals. The same tunes and dances were repeated and the winners chosen.

As a supplement to this year's amateur dancing tournament Wiesbaden's "Blue Orange" club demonstrated dances which were fashionable at the turn of the century. The couples daintily danced the "Française" dressed in original costumes, to the great delight of the public.

This festival takes place every year in Baden-Baden and is well worth attending.



One of the lively dances



The stairs and the gun emplacements

## The Obersalzberg Berghofbunker

At the Berchtesgarden Recreation center a wonderful holiday can be enjoyed, and there are a great many things to see and do to fill in your time. The village itself will hold your attention with its picturesque decor; the majesty of the Bavarian Alps rising in all directions will demand more than just a fleeting glance, and close at hand is a portion of recent world history.

Atop nearby Obersalzberg Mountain are the remains of a playground which played an important part in the history of the present generation. Among the many buildings once in profusion on this mountain of salt were the pleasure homes of Hitler, Göring and Bormann; the three infamous leaders of the World War II Nazi mob. At the height of the area's wartime activities the buildings housed a detachment of 200 SS-troops, twice that number of transient personal acquaintances of the Fascist leaders, and all the necessary domestic and administrative help required to provide a comfortable place for them to hide from the devastations they were causing elsewhere in Europe.

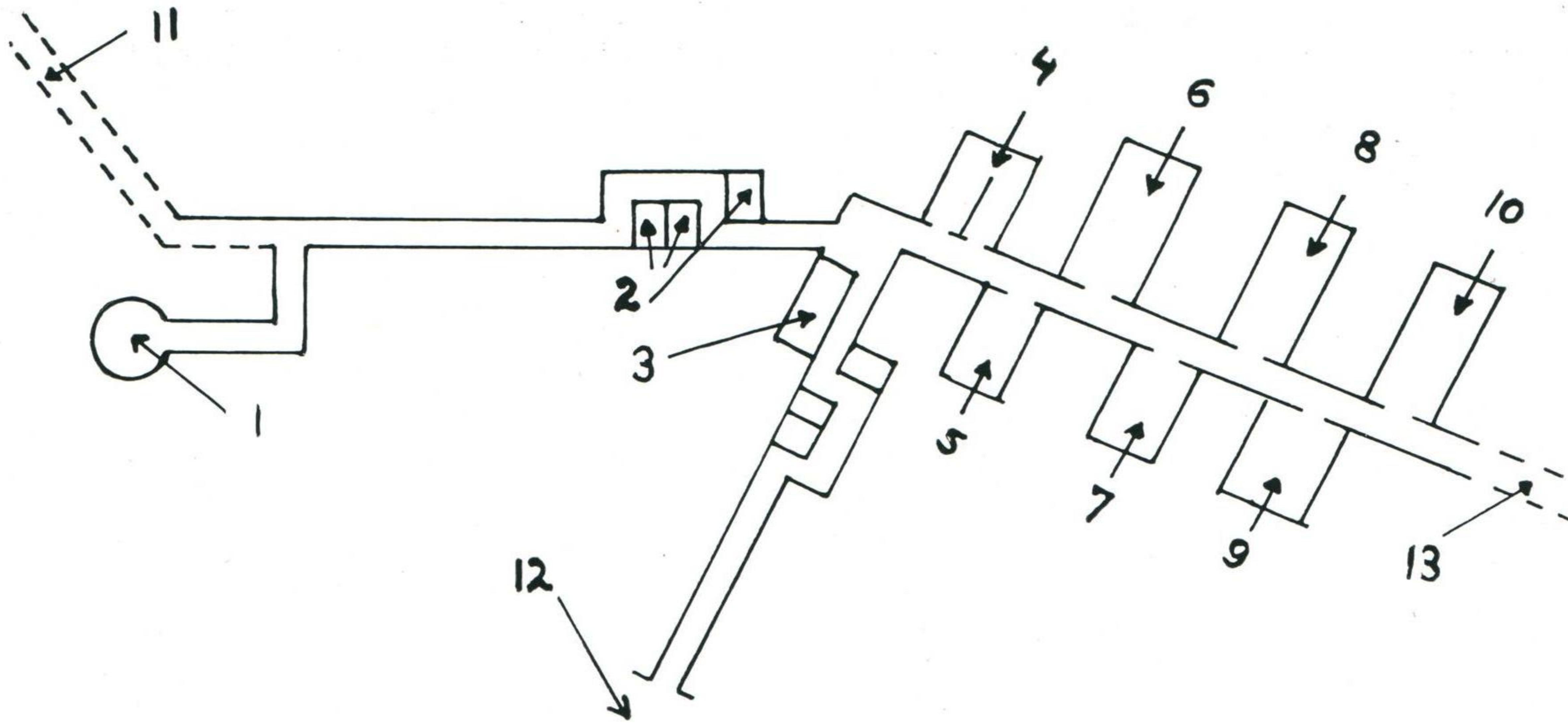
Shortly before the War ended the mountain was hit by a bombing raid while over 400 persons were enjoying the last days of their freedom. Göring's house was flattened and parts of the stone walls were blown into the swimming pool which was his pride and joy. Bormann's spacious lodge was strewn about its fabulous gardens and the house which was occupied by the Führer was almost totally destroyed with the exception of the central portion. This was burned to a shell the next day on the orders of the SS-commander, and later levelled with dynamite. The barracks were destroyed and the resplendent "Platterhof" hotel was badly damaged, but not a single casualty is reported as a result of the bombing. The death of Hitler, which was the purpose of the raid, was foiled by his absence, but even if he had been in the area it is highly unlikely that he would have been harmed. A marvelously engineered air raid shelter saved the lives of the hundreds who were there, and it undoubtedly would have saved the Führer as well.

Although most of the the bombed-out structures have been cleared away, some still remain as a reminder of the grim war years. The Platterhof has been restored by the Americans and is now known as the General Walker Hotel, still accommodating 400 guests and domestics. Behind this is a long shell of a building which once was the living quarters for the servants, and across a huge acreage where the SS-barracks and parade square stood are the foundations of the large greenhouses in which were grown fresh vegetables for Hitler's vegetarian appetite.

In addition to the General Walker Hotel, there is another guest house on the mountain. The 'Zum Turken'



The Zum Turken



1 Spiral staircase 2 Gun emplacements 3 Dog Kennel 4 Toilet and bathrooms for guards 5 Guards' quarters  
6 Dining hall 7 Guards' quarters 8 Hitler's quarters 9 Private Physician's quarters 10 Eva Braun's  
quarters 11 Way to Admin. and Boorman sectors 12 Emergency Exit (closed) 13 Way to Hitler's House

still bears scars from the bombing and houses the entrance to the air raid shelter. This Gast Haus was visited by Hitler and forty of his personal body guards when the Fuhrer first took up residence in the area. At the time of the visit the owner had some 27 guests enlodged, and they were ordered out to make room for the guards because of the proximity to Hitler's house, about one hundred yards distant. When the proprietor refused to turn out his patrons he was sent immediately to Dachau Concentration Camp which was dreaded by both Germans and Allies alike. Today, the owner's daughter is running the establishment, and it is through her efforts that people are allowed to tour the Berghofbunker beneath the premises.

The Berghofbunker is a subterranean shelter. Entrance to it is by a draughty spiral staircase of 37 cement steps. The tunnel is ventilated through the use of natural draught, and most of the draught comes into the tunnel through this entrance. There are a couple of turns in the corridor at the beginning, and then another staircase leads down to the main level of the whole network which is 120 feet below the surface of the mountain. At the very bottom of this descent is a treacherous looking gun turret placed at this strategic spot to do away with any unauthorized people who may have tried to save their lives in the shelter. Past this emplacement a left turn is made and another turret awaits the unwary victim; still another was placed to the right of the second in case the first two were unsuccessful. As the diagram shows, it was an extremely clever set-up and provided more than adequate protection against intruders.

Once past these walls of death the cubicles begin dotting the walls. The first one, with a door of steel bars, was the quarters provided for the vicious dogs, trained to kill anyone on the command of their master. It is quite likely that this same cubicle housed troops sentenced to confinement for misconduct while the shelter was not

being used. Next is a double room which was used as the guards' showers and toilets; then there are quarters for some of the guards; their dining hall; and more quarters for the private guard. The next room on the left is the accommodation provided for Der Fuhrer. To-day there is still evidence of the divisions once present between the sitting-room, the bed-room (never slept in), and the bathroom which still bears fragments of white tile on the walls.

Across the hall is the room provided for Hitler's private physician, Doctor Morell, and back on the other side is a room once as lavish as Hitler's. This was the quarters intended for Eva Braun. All the needs and comforts of the master were close at hand.

From records and photographs recovered at the end of the war the entire six kilometers of the shelter were furnished as splendidly as any hotel accommodation in Germany at that time. The greatest part of the tunnel has been sealed off for various reasons and the portion opened up for tours has been badly defaced in places. When the Allied troops arrived in the area after the bombing raid the mountain installation was surrendered to them without incident. Without incident, that is, until instinct and a couple of weary Germans led them to the wine cellar of the bunker. The shell-holes in the walls of Hitler's quarters were inflicted during the ensuing festivities.

None of the carpets and furniture from the shelter have turned up since that day, and even the lighting and heating fixtures have been spirited away. The present owner of the 'Zum Turken' has put in lighting, and tours are conducted daily through the section of the tunnel opened up to the public. If you are planning a vacation at Berchtesgaden, don't miss the remaining evidence of the lengths to which a human-being drunk with self-endowed power will go to protect himself from those he is persecuting.

R. J. C.

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# DEAR FOLKS

Another month another letter. That's the way it goes, I guess. I was sure glad to get the money you sent in my birthday card. I never did get the money you said was in the card at Easter, so I guess somebody else had a party with that. The envelope was marked "Opened by mistake", but it didn't say whose mistake.

Things are going along pretty good here, now that the weather is better. I went swimming on a bet last week and swam clear across the Rhine, to France. The Rhine runs fairly close to the station and we have a lot of "Rhine Parties" at night. Anyway, at the place where we were having this party, the water is only as wide as the Otonabee where the C.P.R. bridge crosses it at home, but is the current ever strong. I was all pooped out when I got to the other side, so I sat down for a rest before I started back, and that's where the fun began. I had only been sitting down a few seconds when somebody yelled at me in French, and I saw a man with a big dog running along the bank in my direction. It didn't take me long to get back into the water again, and I imagine I broke a record swimming back to the other side. A couple of the boys helped me from the water and then they just stood back and laughed at me. I took a step and landed flat on my face. They are still talking back at the camp about how I swam so fast getting away from the border patrol, that I swam right out of my trunks. My face was sure red when I saw them all curled up around my ankles.

Well, they finally got some new chairs and tables in that snack bar effort they have here, but I guess the floor has to go. The tables still walk all over the place. Things are really picking up around here though, because I notice they have installed, at last, a new milkshake machine. They have made an improvement behind the till, too. If that keeps up I may wander in there to eat once in a while when I get sick of the mess hall. These new tables they have installed are covered with that hard stuff like you have around the kitchen sink, so I guess it will be pretty hard for the teenagers to gouge their initials into them.

I went up to one of the other wings a couple of weekends ago, and visited a Gast Haus called the "Zwei-brucken Hof" where most of the fellows go. I wish they had someplace like that close to this wing. There is a quartet playing every night and they play real good rock and roll music. The trumpet player sings a bit in broken English. I guess it is really fractured English, but it isn't much worse to listen to than Elvis Presley.

We enjoyed the place quite a bit, because the girls who wait on the tables will sit and talk with you if you want, and they will even let you buy them drinks. It must be pretty good for the business or their boss wouldn't let them do it.

I'm trying to wangle a course to that wing in the near future. They have a big school there for all the other Wings and teach the conversion courses for the jets to guys who hadn't worked on them before they came over here. I have only been on them for six months, so I should be due to go on a course pretty soon.

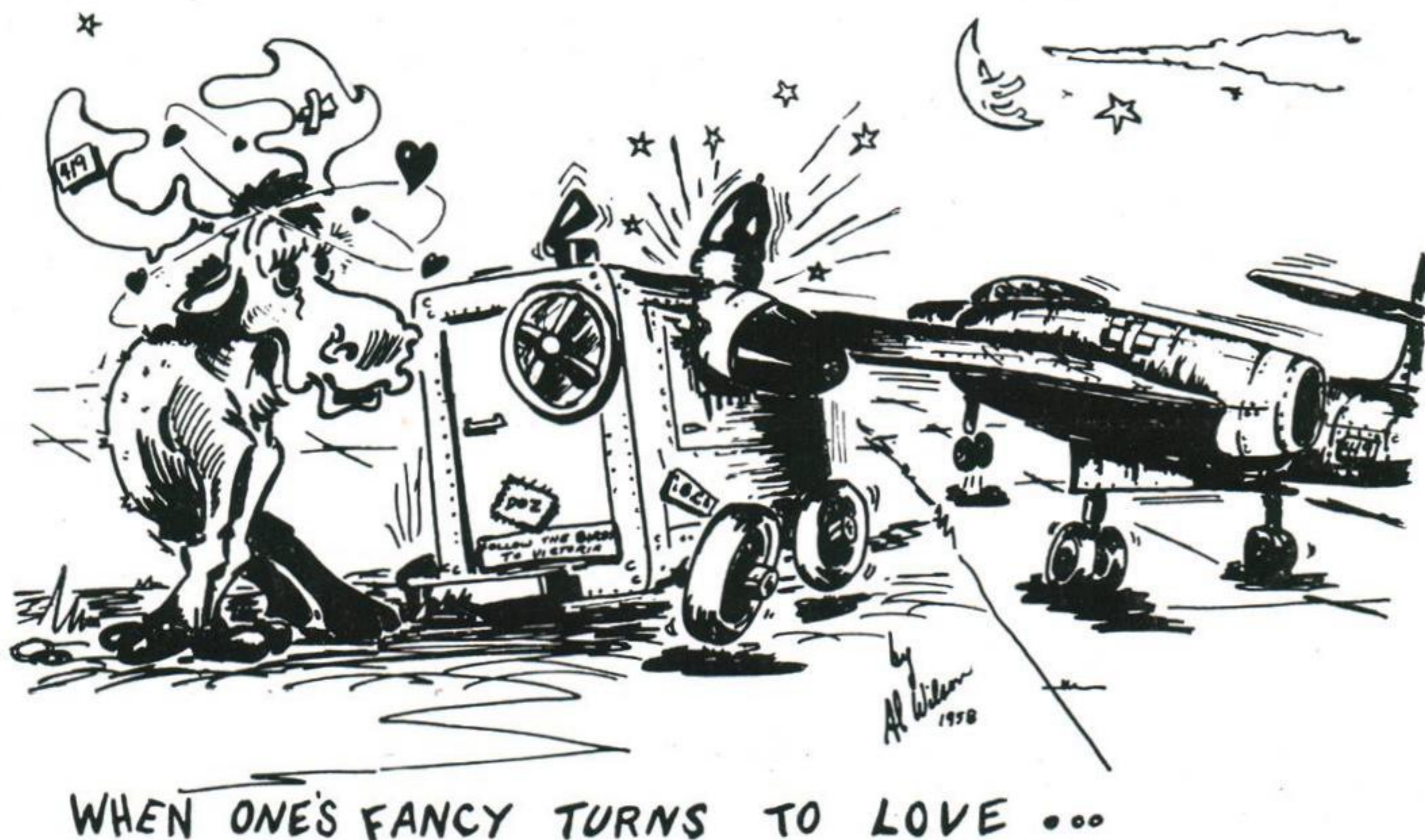
I went out looking for a car yesterday, because I heard you could save quite a bit by buying a new one here and bringing it home. I guess I saw almost every kind of car I could think of, and they certainly have some odd-ball cars in Europe. I even tried out a Volkswagen, but I don't think I'd like to have one of them. I have enough trouble trying to get in and out of my summer uniforms.

I got a leaflet from Ford Salesman which listed all the Fords with the prices for the American Servicemen in Europe. They had brand new Fords listed for as low as \$1575.15, so I thought it was worth looking into. What a shock I got when I started asking about them. On top of the price on the leaflet, he added \$350.00 to have it shipped from the U.S.; \$7.50 for lights; \$85.60 for overdrive; \$26.50 apiece for tires; \$55.93 for a heater; a choice of anything from a six-cylinder to a Thunderbird engine and a couple of different transmissions. It rocked me back about six paces when he added the whole thing up to the way I wanted it came to over three thousand dollars. I wonder what they do with the cars they make every year and can't sell at that price. I've never heard of them giving any of them away.

I imagine I'll wind up buying a 49 Opel Olympia one of the Riggers is trying to sell. He took it in for a safety check and came out with a brand new Borgward like a lot of other guys did. The only catch to buying the Opel is that he wants cash for it, and I spent all I had saved up for a car when I was at Three Wing.

It sure is a wonderful experience being able to see all the things I read about in the Books of Wonder when I was a kid. There are lots of castles on the hills all around here, and I'm going to go up to one of them if I can get someone to go with me. Maybe there will be some old suits of armour or weapons from the middy-evil times still laying around in them. You never know, because nobody lives in them any more.

Well, I guess that is all until next time. I hope your annual hedge takes root this year pop. Your son and heir,  
Elmer





Most important of the giant's eyes is the search radar located in the radome beneath the bomb aimer's position

# THE CANADAIR ARGUS

Giant with a Hundred Eyes  
(reprinted from the "Bristol" Quarterly)

FROM A WEAPON whose main purpose has ever been the destruction of shipping, the submarine has in recent years evolved into a versatile machine of immensely long range, capable of launching guided missiles at targets on land from a position far out to sea. In view of this new threat to inland cities and industries, the anti-submarine rôle of NATO's navies and air forces has become even more vital than was the anti-U-boat campaign of World War II.

Successes achieved through air operations against the submarine during the last war and the growing threat of the nuclear-powered submarine have resulted in the Royal Canadian Air Force giving a high priority to the development of a modern, well-equipped, landbased, anti-submarine unit. This is known as Maritime Air Command, which from its headquarters at Halifax, Nova Scotia, directs RCAF activity in the field of anti-submarine operations, convoy escort and naval coöperation duties in the defence of North America.

In 1952 the RCAF issued a requirement for a maritime patrol aeroplane to replace the Lancasters of Maritime Air Command and operate alongside the newer Neptunes on missions beyond the capabilities of the latter aircraft. An investigation into the adoption of existing aircraft produced a negative result, and it was therefore recommended that either a completely new aeroplane should be designed to meet the RCAF specification, or a suitable aircraft should be developed from the Bristol Britannia airliner.

The choice fell upon the adoption of the Britannia for reasons which included its recent conception, aerodynamic efficiency, low percentage structure weight and manual control system. A licence agreement with The Bristol Aeroplane Company was concluded by the Canadian Government, and Canadair Limited was appointed to adapt the basic Britannia design and to manufacture and develop the maritime patrol aircraft. Final instructions to proceed with the programme were given to Canadair in April 1954.

It is perhaps interesting to detail some of the differences between the Britannia and Argus to show how Canadair have transformed the civil airliner into an extremely potent weapon of war.

The most fundamental difference between the Britannia and its maritime cousin lies in the powerplants. The type of engine used in the Argus has been dictated by the nature of its operational mission. Since the Argus spends much of its operational time relatively close to the surface of the sea, the piston engine is, in terms of economy and range, the most efficient power unit for this particular purpose. It was therefore decided to replace the Proteus turboprop engines of the Britannia by the Wright Turbo-Compound engine which gave adequate power and was at the time already in service with the RCAF in the Neptune.

The diameter of the Wright engine is not much greater than that of the Proteus but the firewall has been redesigned and re-positioned. Forward of the firewall

everything is new, and the overall powerplant also differs slightly from earlier Turbo-Compound installations.

For the first time in a Canadian aeroplane, considerable use has been made of titanium, which forms almost the entire bulkhead and skin structure in the firewall sections at the forward end of each nacelle. The accompanying photographs show the titanium external skin, which appears darker than the light-alloy areas. By using over 2,700 lb of titanium, it has proved possible to achieve a weight-saving of approximately 900 lb compared with the minimum weight which would have been possible if aluminium alloy and stainless steel had been used.

The Argus fuselage has been extensively re-designed. Much of the basic structure has been changed as a result of the conversion from British to American material standards, the operational requirements for a military aircraft, and the unsuitability of the original British airframe design to Canadair's manufacturing processes.

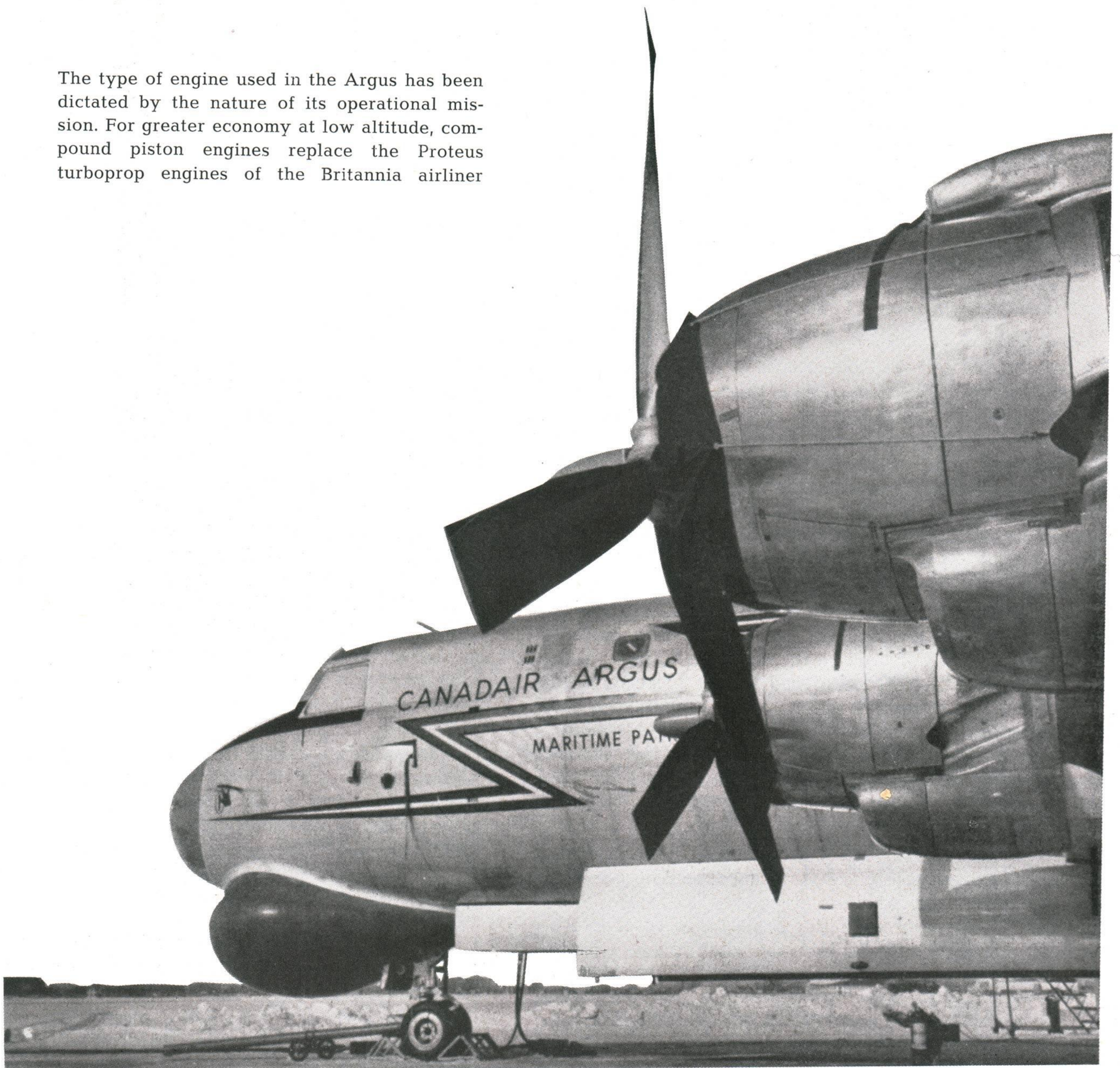
Most noticeable features of the fuselage are the large radome under the nose, and the 15 ft long fairing at the rear which covers the magnetic airborne detection gear used for the location of submerged submarines. Excluding communications and navigation equipment, the weight of tactical electronic devices carried in the Argus amounts to no less than 3,050 lb.

To supplement visual search from the flight deck, several scanning windows are provided at various points on the fuselage. The flight deck windows have been re-designed to meet an RCAF requirement for increased visibility. This change has brought about an increase in drag over the finely streamlined cabin of the Britannia, and this is slightly supplemented by the blunt transparent nose cap which covers an observation and bombardier's position.

The Britannia wing is used almost without change. Three modifications only were necessary—the inboard main ribs have been moved outwards to serve as anchorages for the main wing pick-ups on the fuselage longons; spoilers are provided on the outer section of the wings; and, in view of the fact that the aircraft will carry operational loads slung on pylons outboard of the nacelles, the wing is stressed to take care of this requirement. The flap system is almost identical to that of the Britannia.

The only major change to the empennage is the insertion of a moulded section of glass laminate with honeycomb filler to isolate electrically the upper part of the fin and rudder so that they may be used as aerials. Static testing showed that the insert had in no way affected the overall strength of the fin.

The type of engine used in the Argus has been dictated by the nature of its operational mission. For greater economy at low altitude, compound piston engines replace the Proteus turboprop engines of the Britannia airliner



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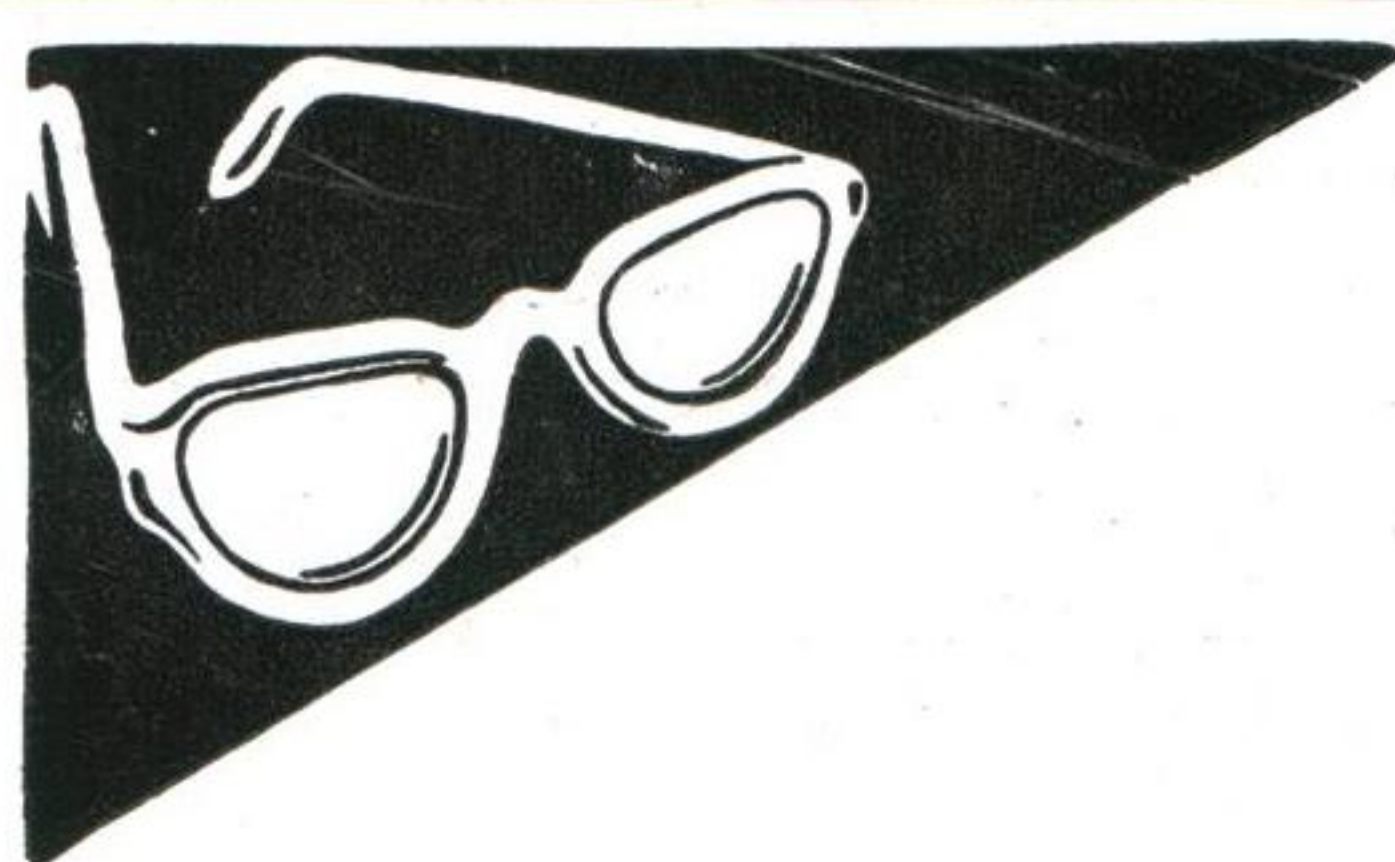
Long range "Argus" submarine hunter/attacker entering service Maritime Air Command this month. Pilots impressed with aircraft's handling characteristics under all test conditions. Canadair's "Argus" production flowing smoothly forward on schedule.

Canadair Limited, Montreal

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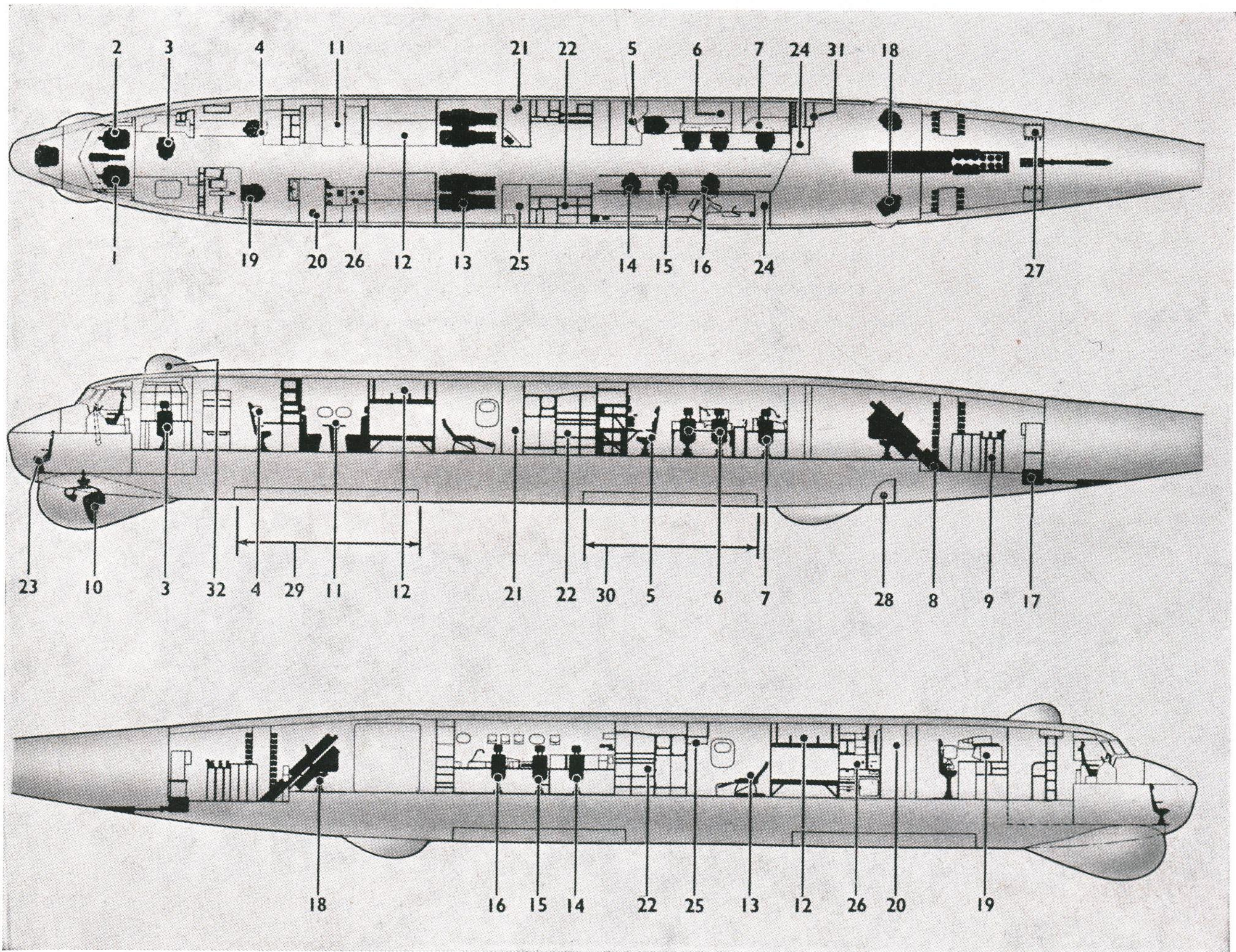
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As in the Britannia, the flying controls are manually operated by servo tabs. The spoilers are on a separate circuit which can be operated when required to increase manoeuvrability. These are particularly valuable during attacks on submarines and when flying under asymmetric conditions caused by the launching of weapons from under one of the wings.

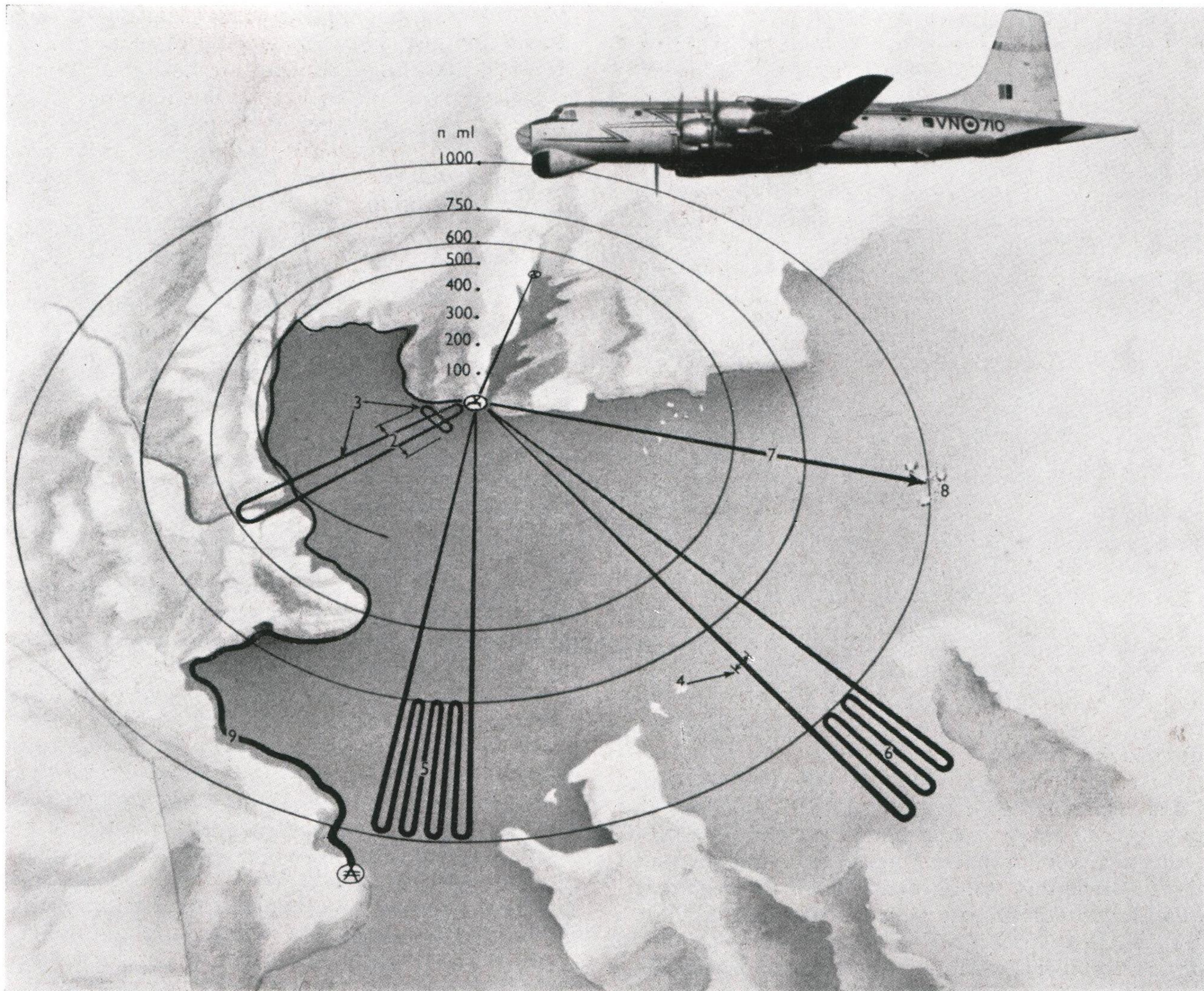
The Argus interior has been very carefully tailored to give maximum crew comfort combined with operational efficiency. On the lengthy missions for which the sub-killer is intended, crew comfort is a factor of very great importance, and the sheer size of the Britannia's interior has proved to be a useful contribution to the comfort and roominess of the Argus. Particular attention has been paid to the provision of adequate sound-proofing—the weight per square foot of glass-fibre insulation being carefully graded in relation to the noise level at different sections of the cabin.

Accommodation is provided for a maximum operating crew of fifteen. Numbers of crew vary according to the type of mission to be carried out, but a typical operational crew would comprise three pilots, three navigators, two engineers and seven signallers engaged on either communications or radar duties. A well-equipped rest-area with space for four bunks ensures that on lengthy missions the off-duty watch is able to sleep until required to take over. A dining room which seats four is provided, and the galley equipment enables two hot meals and one cold to be provided for each crew member during the course of a mission.

There are two weapons-bays, each of which can carry approximately 4,000 lb of stores which may include ballistic bombs, torpedoes, depth charges, mines, practice bombs and photoflash bombs. In addition, the under-wing pylons are designed to carry guided missiles, rockets and other heavy stores. No gun armament is carried.



- |                                  |  |                                     |
|----------------------------------|--|-------------------------------------|
| 1 Pilot                          | 13 Rest Area (Sleeperette<br>Seats Optional)   | 23 Nose Bomb Aimer                  |
| 2 Co-pilot                       | 14 Tactical Navigator                          | 24 Emergency Equipment<br>(Stowage) |
| 3 Flight Engineer                | 15 Sonobuoy Operator                           | 25 Coat Stowage                     |
| 4 Radio Operator                 | 16 Sonobuoy Operator                           | 26 Galley                           |
| 5 Search Radar Operator          | 17 Marine Marker<br>Pneumatic Retro<br>Ejector | 27 Marine Markers<br>Stowage        |
| 6 Radar Operator                 | 18 Beam Search Station                         | 28 Camera Hatch                     |
| 7 Magnetic Detection<br>Operator | 19 Routine Navigator                           | 29 Front Bomb Bay                   |
| 8 Sonobuoy Dispensers            | 20 Forward Toilet                              | 30 Rear Bomb Bay                    |
| 9 A S W Stowage Disp.            | 21 Aft Toilet                                  | 31 Radio Rack                       |
| 10 Search Radar Scanner          | 22 Main Distribution<br>and Electrical Rack    | 32 Upper Radome                     |
| 11 Dining Area                   |  |                                     |
| 12 Bunks (Upper and<br>Lower)    |  |                                     |



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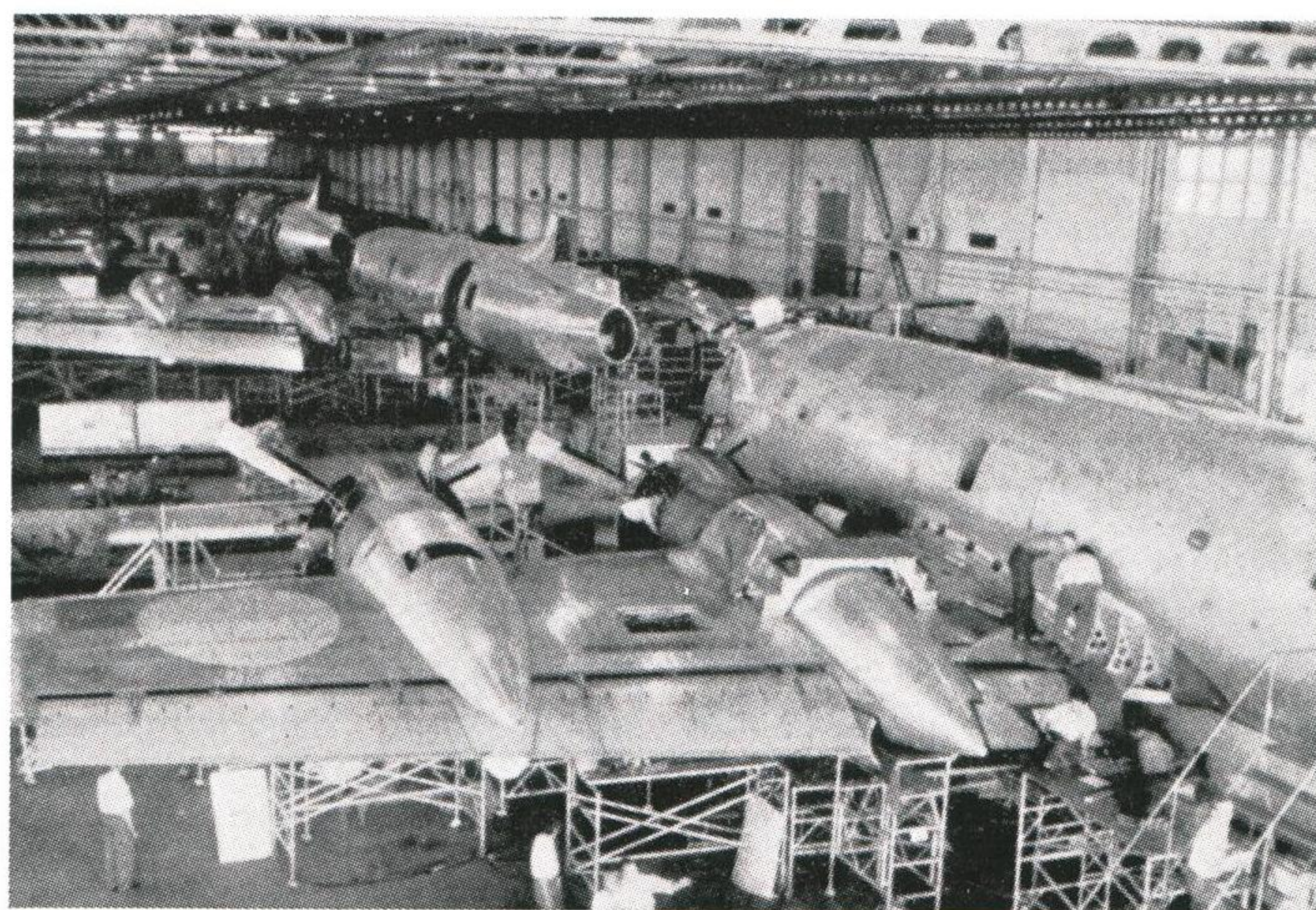
The types of mission for which the Argus has been designed are illustrated in the diagram above. It will be seen that it is one of the longest-range military aircraft in the world. It is capable of carrying a complete offensive armament load of 8,000 lb to a patrol area in excess of 750 nautical miles from base, then search an area of up to 50,000 square nautical miles and return to base, with an additional 500 nautical mile diversion allowance. This can be done with the aircraft carrying full armament throughout the operation. When endurance is the prime consideration, as opposed to range, the Argus will be able to stay airborne for more than 30 hours.

Six Argus CL-28s have now rolled off the Canadair production line. The first two are being used by Canadair for general flight testing. Numbers three to six have been assigned to the RCAF for such purposes as all-weather tests, performance and flight handling, armament testing, and operational trials. The first of these aircraft was handed over to the RCAF on November 1st, 1957.

The success that Canadair has made of the Argus, which in its own field is unmatched by any other aircraft flying, is not only a testimony to Canadair's development and manufacturing ability, but is also a further indication of the extreme adaptability of the basic design philosophy behind the Britannia.

That Canadair is fully aware of the potentialities of the basic Britannia design is borne out by their decision—announced in the Spring of last year—to manufacture a further version of the aircraft, the CL-44 transport.

**JHMC**



The first CL-28 Argus was rolled off the Canadair production line exactly according to a schedule drawn up three years previously

# YOU, YOUR TEETH AND YOUR DENTIST

by Dr. CR Pugh

Some time ago as I was pounding young Elmer's bridge into place and at the same time pounding more and more information into his unwilling ear he arose in a manly defence and requested that I put all that information on paper and more specifically for publication in the *Flieger*. Naturally I jumped at the chance to get a crack at everyone on the station in one fell swoop so you are about to be subjected to the result. Having never used a pen where a tongue would suffice this article may have many glaring errors but if it can be sorted out the necessary information can be had.

This is not a scientific paper and I have no access to reference books or accurate statistics so that any figures quoted may be only approximate and will be quoted only to give an idea. The title suggests the subject matter and in the order of importance.

To you the patient who is willing to listen to the word and be a do-it-yourselfer, this part will concentrate on giving you the why and wherefore of maintaining the teeth in the best possible manner so as to give the least possible work for your dentist. You are no doubt well aware of the painful consequences of dental disease, both the pain of the disease and the pain of the bill the dentist presents so I am sure everyone should be interested in reducing them.

Let us consider first the methods whereby we can reduce the incidence of dental disease. Prevention is actually of greater importance than cure and we have had in the past ten or twelve years only one proven method of preventing tooth decay and its resultant troubles which works with no physical effort on the part of the patient. I am speaking now of fluoridation of community water supplies. Without going into the arguments for and against this wholesale type of attack on dental disease let me assure you that it does prevent a great deal of tooth decay, probably in the neighborhood of 50 percent; it's harmless to the recipient and with the safeguards used it is not possible to be over dosed. Like everything else that has to be accepted by all of the people there are bound to be dissenters and in a democracy it is the dissenters that get heard so it is possible that at some time in the future you may be engaged in a municipal type quarrel on the subject. It is in your own interest to support it or rather in the interests of your children. Don't be smart and say "I have no children" since it is not the ones we have now that will benefit but those that are to come — and it can happen to anyone. That is all I'm going to say on fluoridation because it would take a complete article to fully explain how it works, why don't we all have it, the arguments for and against, and why didn't it work on my child. Suffice to say if you have the opportunity, support it because the more common it is the less resistance there is to it.

Now let's get to that unpopular part of dentistry where the dentist wants you to do it yourself. People or I should say many people are inclined to accept the principles of the untidy housewife and consider that as long as it is out of sight don't worry about it or in other words it's easier keep it shut than it is to clean it. This is definitely a negative attitude and frequently it is like the uncollected garbage; it might not show but it sure smells. Regular cleaning however is not the only answer as we must be assured of having something to clean, so our diet comes into the picture. Here I must admit that the dentist has been overridden and down trodden for so long that most of them won't even think about the subject let alone talk about it. What are we being overridden by? Mainly two things, your taste buds and big time sugar interests and

when I say big time I mean whole countries whose present existence depends on the amount of sugar you consume. The fact that these countries are hot lower Slobbovias is not considered by the big sugar companies in their advertising and pressuring of the public to eat more sugar. In any case, joking aside, the sweets industry has long ago outtalked the dentist and admittedly he has been so busy repairing the ravages of the product to put up much of a fight anyway. When you get a little older sugar has had its whack at your teeth and taken when it could, but then a product of sugar alcohol enters into the diet of quite a few people and can exert a little more serious effect on the supporting structures of the teeth and might even be a little longer lasting by causing an upset in schedule of the planned family you were contemplating. More of that later.

Now to get down to what you should do physically for your teeth. First you must have a toothbrush and any toothbrush that you can stand will do the job if properly wielded. However if there is the slightest suggestion of pain or bleeding when using the method of cleaning I am about to describe then change to a fine bristled brush and use it with cold water and toothpaste. This type of brush is not available in our station store but can be had on the local market or in the American P.X.; you can ask for an Oral B 60 or a Pro 59. If you want to do this properly then go through the following procedure after each meal. Even if it is impossible to do so frequently, the oftener you can do it the better and the results gained will be comparable with the energy expended down to the point where you only do it once a month and then the results are nil. I had a patient once who claimed he brushed his teeth only on Christmas mornings and I believed him too! Standing before the mirror, with toothbrush in hand, open the mouth wide and take a good look; then start with the backs of the lower front teeth with the toothbrush entered lengthwise and brush so that the brush comes against the gum while it is headed up the tooth. Make sure you brush each individual tooth and fan out back to the very last molar giving it particular hell because you're only getting it once. Now come over to the front and with brush crossways, again in a circular motion so that the brush always comes against the gum. While sweeping up the tooth clean each individual front tooth and continue back on each side. Now shift topside and do the same to the uppers always coming on the gum in your sweep towards the tooth. This may sound repetitious but I again want to stress that you must brush the gum as well as the teeth to really get them clean and to provide the necessary daily stimulation. Actually the main purpose of toothbrushing is to maintain the gingival tissues in a healthy state. If this explanation is not sufficiently clear then both Dr. Hundt and myself maintain office hours from 8:30 to 17:00 every working day and if this is inconvenient I personally do not mind talking shop any time you can find me. Some people would be a little hard to get along with and say I don't know anything else anyway, but so what, if the truth does hurt. This is not license to talk shop to anyone else though, as some people don't like it.

And now for the difficult angle of your diet and more particular, since your tastes and habits are strongly entrenched, the diet of your children present and future. I'll go into some of the reasons in diet when I talk about teeth but right now I'll concentrate on giving some methods of improving the diet. Don't expect if you follow the instructions to the letter to be able to see the results in a day or a month or even in a year. You can expect to see some results when your children are in their teens and twenties. The most significant result might be the size of your dental bill and the most rewarding result

the sight of a healthy family that can laugh without holding their hands over their mouths to keep the denture in.

From many studies conducted on primitive peoples it has been found that the only one of our civilized food products that is lacking in their diets is refined sugar. Even pure starch, which is similar to sugar, can be tolerated without producing dental caries. None of the primitive people who are completely out of contact with civilization are bothered to a serious degree by tooth decay or gum disease even though some of the diets are just as soft as ours. Sugar, then, should be reduced in our diet as much as possible. The amount that it can be reduced depends entirely on how much will-power and self discipline you possess. Here are some suggestions which I have found workable and practicable for my children. Substitution for candy, as a treat, of popcorn, nuts, potato chips and fruit; you may say, rightly, that these are not always available. It is your duty to the community to see that they are available. The snack bars, candy counters and theaters are susceptible to the public desire and if you request nothing but candy there's no point in them trying to sell something else. Don't expect me to act like Carrie Nation and go around with an axe tearing down the candy bars. After all our dental clinic has enough trouble getting children to like dentistry without our becoming unpopular through other means, and anyway it's your health and your dollars. Thus disposing of the candy and gum problem let's consider that candy no longer exists and we still find that the family is consuming 10 lbs. of sugar a week anyway which is mainly in the form of dessert. The good old days of a whole hog on the table and only one apple in his mouth for the dessert have passed and we now insist on dessert at every meal or at least some do. You've probably not noticed it but desserts are so common that sometimes you have to insist that junior eat his because he really thinks it's food and doesn't want to. I hate making an example of myself but I can't think of anyone else so here goes again! We only infrequently and not oftener than twice a week have a dessert with a meal. As often as possible there is fruit such as a banana or an apple for the children and since that's what they're accustomed to, they are quite happy with it. Between-meal snacks, such as cookies, readily available at the grocery store, I heartily condemn and I must say I'm a bit narrow-minded about that since they provoked many a family quarrel in our household and I'm stubborn. An apple for recess or after school is ideal, since it provides enjoyment, a drink and not much else. To give some leeway to the housewife who likes to cook, one or two desserts in a week will be greatly appreciated by the family and can be planned for variety much easier than if one or two a day has to be cooked. Once a month is often enough for cookies. For soft drinks substitute apple juice, orange juice or milk; they're all cheaper than coke, ginger ale or other soft drinks. If the children refuse to drink these, give them water.

As far as other food goes, try to get a reasonably well balanced diet leaning heavily towards meat and fish and always remember the fresher the food the better it is nutritionally and a good percentage of the diet should consist of fresh foods—by which I mean not frozen, cann-

ed or preserved. The only restriction is sugar and don't forget one of those small jars of jam contains nearly a pound of sugar. If you must put something on bread, make it meat or fish-paste or cheese.

The foregoing hits mostly children and growing boys; let's for a minute consider the old duffer. If you want a fast path to my dental chair for full extractions try starting the day off with a couple of stiff ones to clear the hangover, drink your lunch at the bar and then have a few really good snorts for anaesthetic before going home to listen to the squalling brats and snarling wife. Do this every day and if you don't stumble and get picked up by a medical doctor on the way, you should make it in about two years. Once here, the process speeds up as I am rather impatient. There won't be anything wrong with the teeth but the supporting structure will be so far gone that no help can be given. This is the extreme and to give reason for a sane approach to alcohol it is given as an example. I didn't have to imagine it either. Alcohol in sufficient concentration disrupts the process of absorbing Vitamin B into the blood stream, which is the main cause of trouble and leads to many nervous disorders as well as tissue breakdown throughout the body. The alcohol in wine and beer is rarely of sufficient concentration to disrupt this process, in case anyone was thinking of bringing in a wine drinking European to throw in my face.

Sufficient to say that alcohol in moderation probably won't affect you much dentally unless you happen to drink it just before you come to see me. It could become quite painful in that case.

Now let's be on to your teeth, not that you can do much about something that you were not responsible for in the first place, but it is always good to have a few clues. In the first place, about 80 percent of people have inherited a very poor quality set of natural teeth, poor in quality of substance and poor in the manner in which they are aligned in the mouth, — the latter being in most part due to insufficient size or poor shape of the jaws. Don't be discouraged, much can be done about altering and rearranging the original fixture to cope with this problem.

Why should our teeth be as above? A good deal of the trouble could lie in poor diet of the parents. As you are all well aware, to improve the characteristics of his animals the farmer gets them in top condition for breeding and he does this not by feeding them a fattening diet as for butchering, but a diet rich in protein and containing all the essential vitamins and trace elements. He has learned by experience that unless the animals are in top condition there is every likelihood of producing offspring with poorer qualities than those of the parents. He does not concentrate mainly on the mother either as much of our preventive medicine seems to do, but concentrates particularly on the male. If the system works well with animals it should work equally well with humans, so if you are planning a family why not take it into consideration? A diet rich in protein such as meat, eggs, fish and milk or milk products is not necessarily fattening; it is more expensive but the added expense of diet, I think, is justified if it can reduce your medical and dental bills at a later date.

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The substance of the teeth as I have stated above may also be improved in disease resistance by addition of fluorine to the water supply.

I could go on at great length on the structure of the teeth and where and why caries (decay) attacks, but as this is the area most frequently covered by dental publications I'm going to skip that entirely. What's more, having already gone over the deadline for this article it must be shortened somewhat for this and the succeeding part.

Let's consider the dentist not in the usual light of 'I hate dentists' but more as to why he is, what he can do and why aren't there more of him. This situation happens to have a very awkward number of people as considered by the dentist. In other words it's too big for one and not big enough for two, applicable to both dependents and service personnel. The answer of course is some sort of compromise and that is what we attempt to do. From the service personnel angle no real problem exists at present; the service is free, the treatment is whatever you need and you won't wait longer than a month for an appointment. For the dependents, who outnumber the service personnel greatly, the problem is to handle the amount of work to be done. We are very fortunate in having Dr. Hundt as the civilian dentist since he has the faculty of being able to combine a high quality type of treatment and a great quantity of it. Nevertheless even he can't quite cope with the number of patients and it's in an effort to relieve the load somewhat that I'm recommending two dentists in Baden-Baden.

What can your dentist do for you if you are having difficulty or even if you are not? The most important thing is, due to his experience he can examine your teeth and know what has happened in the past and what is likely to happen in the future and plan any needed treatment to keep your mouth in a healthy condition for the longest possible time. With any degree of comprehensive assistance from the patient he can assist to the desirable point of maintaining the teeth for the lifetime of the patient. With our soft diet they are not likely to wear out as sometimes happens to primitive people.

As far as the tooth itself is concerned, as long as it is alive and has a sound supporting structure it can be rebuilt either partly or completely. There are no limits to this type of work. The limitations arise from loss of supporting bone and soft tissues, due to gingival or gum disease. This accounts for my emphasis previously on cleaning the teeth. Missing teeth can be replaced by bridges or partial dentures, or in the event there are no more we can construct a reasonable facsimile so far as looks are concerned and as far as chewing is concerned, called a denture. We cannot replace bone that is lost and we cannot stabilize a denture on a roll of soft tissue, so before you give up toothbrushing and visiting the dentist just remember that there are these limitations to what he can do after you've let them go for five or ten years.

If you're wondering why we haven't more dentists, let me tell you now that you have more than the average. In Canada now there is one dentist for every 2600 people, in Germany one for every 1800 people. Dentists are actually in shorter supply in civilian life than in the service so it is no wonder with the comparably small financial return for service dentistry that we are short. What's more, the situation right now is probably better than it is likely to be in the near future. Due to the great shortage there are many enticing offers made to the service dentist. I've had several, even this far away and others have told me they too have had the same. Personally, I like the service but in particular I like the dentistry I can do in the service so I'll likely stay, but every year we lose a few and now we are facing fewer enlistments

mostly due to the source of supply drying up. There are only five dental schools in Canada and these, though they've increased their facilities, cannot get enough for the course. Fewer dentists are being trained each year instead of more. This is probably due to lack of glamour in the profession, too far down the scale of money earners as opposed to other professions, and ignorance of the general populace to the type of work. I'm going to attack these items by item. Agreed that there isn't much glamour in being a dentist but this is offset by the real appreciation of the patients when their pain is relieved, their appearance is improved or their general feeling of well-being is built up. Publicly you're no big wheel, but privately you have many friends. This, believe it or not, can be more satisfying in life than a big name. The statistics are a bit misleading. So dentistry did go down to fifth place nevertheless there is not the spread between high and low in dentistry that there is in the other professions. For example the earning spread for lawyers runs from 3—4 thousand up to hundreds of thousands of dollars but dentists don't come near either figure. I feel that when I can have several offers anywhere from \$15,000 to \$25,000 yearly then it can't be too bad. For the everyday work which is actually the point to our life we have it all over any other profession or trade. Each individual tooth and patient presents an individual problem and requires both science and art to solve it. Consequently the work is always interesting because it's always new. So we have security in a good profession and a lifetime of interesting work. What more could one ask?

The latter information is offered for only one reason, and that is that our younger readers should consider dentistry as a career and that older readers should think of it as a career for their children. The need for more dentists in Canada is acute and must be satisfied before any great advance in dentistry can be expected. One cannot slave over a hot chair all day and do very much research at night just as I had some difficulty finding time for this article!



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# CANADIAN NEWS



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**Defense Agreement** — Canada's agreement with the United States for the air defense of the North American continent went into effect a month ago. One of its clauses specifies that United States fighter squadrons, armed with nuclear rockets, will be allowed to fly over Canadian territory without first obtaining permission in advance from the Canadian government. But United States bombers carrying nuclear bombs will still have to obtain Ottawa's permission before they can fly over. Such aircraft have been allowed to fly over Canada occasionally, but only with the express consent of the Canadian government in each individual case. The joint agreement points out that it's necessary in time of peace for Canada and the United States to have an organization which will run smoothly for defense in the event of war. Headquarters of the joint air command is at Colorado Springs, in the state of Colorado. An American, General Earle Partridge, is in Command there, and his deputy is Air Marshal Slemon of the Royal Canadian Air Force.

**New Aircraft for MAC** — Five new reconnaissance bombers, the biggest built in Canada, have been handed over to the RCAF Maritime Command at Greenwood, Nova Scotia. The planes, CL28 Argus craft, built by Canadair of Montreal, will co-operate with the Royal Canadian Navy in anti-submarine operations. The CAS, Air Marshall Hugh Campbell, who attended the handing-over ceremonies, said the Argus aircraft should be able to find an enemy submarine and destroy it before it could launch a nuclear missile at Canada. The planes are equipped with the latest, top secret radar and sonar detection devices. Besides this, they can fly to mid-Atlantic and remain there for about ten hours. For details of the Argus see page.

**Cabinet Posts** — Changes have been announced in Prime Minister Diefenbaker's cabinet, and these have brought in two new members from Quebec province. In the reshuffle, Mrs Ellen Fairclough, the Secretary of State, gave up that post to become Minister of Citizenship and Immigration. The State Secretary portfolio was taken over by Henri Courtemanche, a 41 year old lawyer from Mont Laurier, Quebec. The post of Minister of Defence Production went to Raymond O'Hurley, the 48 year old former parliamentary assistant to Mines Minister Paul Comtois; Mr O'Hurley is a lumber expert from Lotbiniere, Quebec. Prime Minister Diefenbaker said that another appointment would be announced shortly for the eastern part of Quebec. Meanwhile, the House of Commons has elected a speaker — Roland Michener, who was speaker in the previous parliament.

**Retirement** — Air Commodore Martin Costello, Air Officer Commanding Maritime Air Command, will retire from the service in July, and will be succeeded by Air Commodore William I. Clements, Chief of Personnel at Air Force Headquarters. A/C Clements' appointment is to become effective July 11.

**Efficiency Trophy** — The Laurence A. Steinhardt Memorial Trophy for the most efficient all weather interceptor squadron in Canada has been won this year by No. 413 "Tusker" Squadron of Bagotville, PQ. This is the second year in the three year existence of the trophy that it has been won by a Bagotville squadron. Last year it was awarded to No 432 "Black Cougar" Squadron which shares the Bagotville interceptor base with No 413. The competition is open to nine all weather squadrons based in Canada.



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## **AND WOMAN - WAS CREATED**

AND WOMAN — WAS CREATED — is a high octane CinemaScope and Eastman Color romantic melodrama, unfolded on St Tropez's picturesque sea-front. It deals with a tantalising wench who cannot stay away from men and they in turn cannot resist her. The plot is very light and there is no flagging of interest when sultry, sulky and scintillating Brigitte Bardot is around.

### **JUNE ATTRACTIONS**

Sun. 15th & Mon. 16th "SAYONARA", starring Marlon Brando, Miiko Taka & Patricia Owens is a warm, poignant and provocative Technirama-Technicolor racial melodrama adapted from J. Michener's novel about an American Army flying ace's love for a Japanese dancer. (U)

Tues. 17th "ISLAND IN THE SUN" with James Mason, Joan Fontaine, & Harry-Belafonte is in Cinemascope & Technicolor. It is a romantic melodrama inspired by A. Waugh's best seller of racial discrimination in calypso territory, an inspiring movie that was enjoyed by many when played here last December. (A)

Wed. 18th & Thurs. 19th "TARNISHED ANGELS" a Cinemascope production with Rock Hudson, Dorothy Malone & Robert Stack heading the cast, is a post-Great War emotional melodrama about a stunt flyer, his neurotic parachutist wife and inhibited mechanic. (A)

Fri 20th "THE THIRD MAN" is a film that is so well known that it needs little introduction, except that the Zither & "The Harry Lime" theme as well as its international cast of Joseph Cotten, Orson Welles & Valli are the outstanding attractions in this great film set in wartime Vienna. (A)

Sun. 22nd & Mon. 23rd "THE LONG HAUL" starring Victor Mature, Diana Dors & Patrick Allen is a powerful melodrama about an ex-G.I. who falls foul of the police and disrupts his domestic life while engaged on crooked business in England. (A)

Tues. 24th "AND WOMAN — WAS CREATED" is a French production with Brigitte Bardot, Curd Jürgens, & Christian Marjuand. It is a romantic melodrama photographed in Cinemascope & Technicolor describing the taming of a cute, but highly sexed wench. A film that ADULTS ONLY will enjoy seeing. (X)

Wed. 25th & 26th "WITNESS FOR THE PROSECUTION" with Tyrone Power, Marlene Dietrich & Charles Laughton as the stars, is a gripping murder trial

melodrama based on Agatha Christie's big West End & Broadway stage success and will hold your interest from beginning to end. (U)

Fri. 27th "BLUE MURDER AT ST. TRINIANS" with Terry Thomas, George Cole, & Joyce Grenfell is a lunatic college extravaganza, alternating between England & Italy. Absurdly funny it will keep you laughing throughout. (U)

Sat. 28th **Children's Matinee** "DAISY GOES TO HOLLYWOOD" with Jimmy Ellison. Also a Charlie Chase comedy "LOOSER THAN LOOSE". 80 mins. of comedy.

Sun. 29th & Mon. 30th "COWBOY" starring Glenn Ford, Jack Lemmon & Anna Kashfi is a Technicolor outdoor melodrama telling how a tenderfoot becomes a tough cattleman. An unusual, powerful story with spectacular backgrounds and outstanding photography.

Tue. 1st July "WHERE NO VULTURES FLY" with Anthony Steel & Dinah Sheridan is a Technicolor outdoor attraction of life among the big game in Africa. Its story revolves around a Game Warden and his family, and their breathtaking experiences. (U)

Wed. 2nd Thurs. 3rd "SEA WIFE" in Cinemascope & Technicolor with Joan Collins, Richard Burton & Basil Sydney, is an adventure melodrama dealing with a flying officer, a Negro-hating business man, a coloured purser and a nun whose lives intertwine after they are shipwrecked by the Japanese. (A)

Fri. 4th "THE TRUTH ABOUT WOMEN" starring Laurence Harvey, Diana Cilente & Eva Gabor is a Technicolor satirical comedy about an elderly aristocrat who reveals secrets of his own love life in order to patch up his son-in-law's marriage. (A)

#### **Times of performances**

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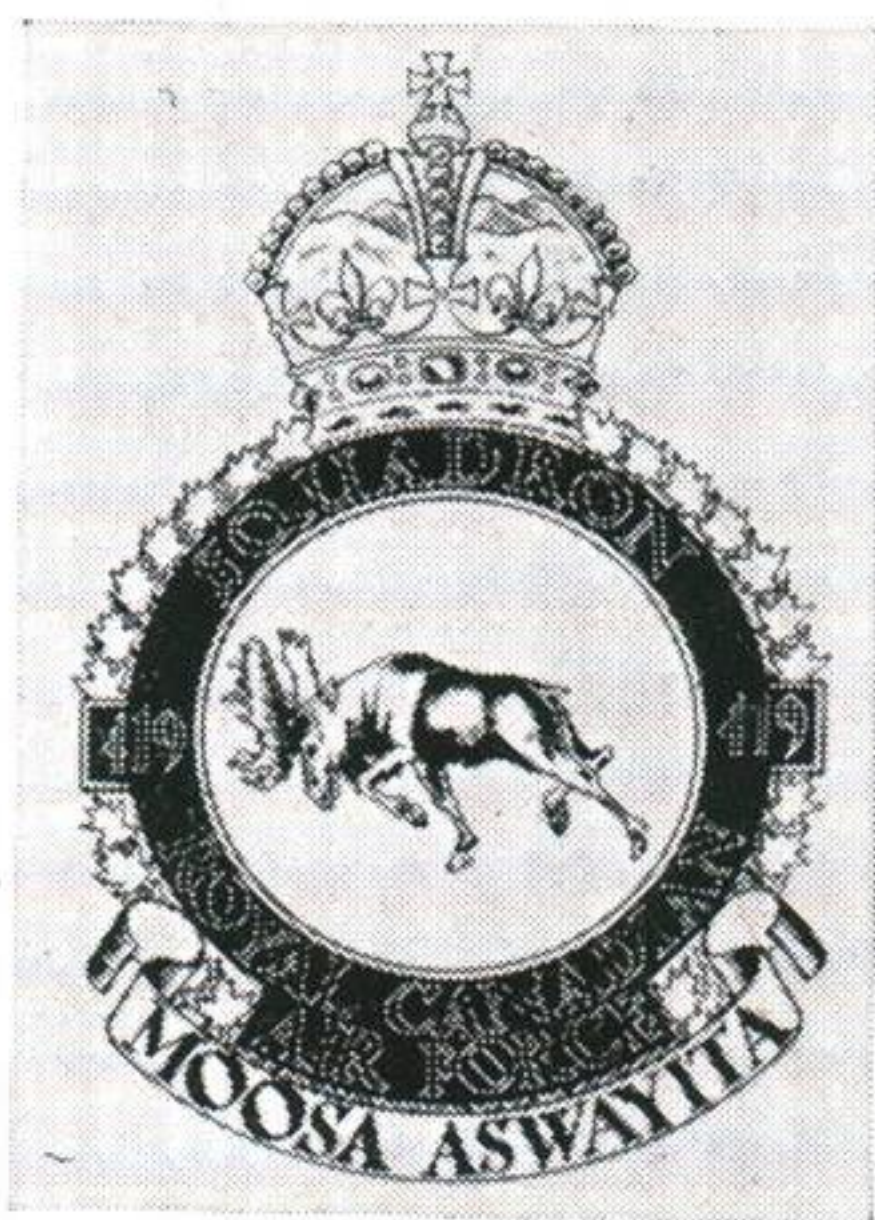
Anne Heywood is one of the Rank Organization's newest stars. If looks mean much, Anne should go far.



# Touring our Flugplatz



## 419



## SQN

by F/O WR Graham

Well, another day, another dollar and here we are again with the latest events and happenings down at Bruce's Emporium. The high points of the month's events and happenings were two parties. One, on the sixteenth, was for all "Moose Men" and was held at the "Red Ox" in Kuppenheim. Because of leave, yours truly was absent but from all reports it was truly a resounding success with close to a 100% turn-out. The second "do" was given the day after our last article was submitted and was in honour of our departed Deputy O. C. S/L "Len" Boucher. This was a dining-in-night in the Officers' Mess with all squadron officers and wives attending. As guests of the squadron there were, the Commanding Officer, G/C McNair and his wife; S/L Giles and his wife F/L McKinley and F/L Semak and their wives. S/L Boucher received several gifts including a desk set, a pair of 419 shorts and a Sqn baby picture.

Off to Canada this month are F/O's Froom, Howard, Eichel and Chmelyk for a two week stint at the Weapons School in Cold Lake. I think they're wearing perfume of roses.

Last month our first batch of tentative transfers came in. Leaving in September will be F/L Wuorinen, F/O Thomas and F/O Bill Neilson, the latter on release. They will be followed by F/O Froom also on release, F/O Masart to operations and F/O MacDonald, F/O MacKenzie and F/O Howard are scheduled to move down the way to our simulator. One of our departing friends, Mike Thomas is already rushed. He is engaged to be married to a local girl, and, what with all the red tape, it's quite a job. If you need help Mike, see me.

Unfortunately this month we'll be without our usual personalities but next month we'll make up for it. Cheers till then.

### Dispersal Digest

by Cpl. Jim McGovern

The peace and serenity of Baden-Soellingen was shattered for three successive evenings late in May by the sound of roaring Orendas. Bruce the Moose was on a mighty mission. During the hours of darkness when most of 4 Wing was slumbering along with the boys from maintenance, the men of servicing were helping the aircrew prove once again that 419 can pierce holes into the wild blue yonder along with the best of them, and just as often.

Our Squadron anniversary party was a success as most of our events are. The shindig took place at the Red Ox in Kuppenheim and the beer, the band, the schnitzels, the beer, the floor show, the decorations and the beer were all first class. Somehow, mixed parties all seem to run a little tame in comparison to the stag variety. The presence of ladies tends to tone down the male of the species, and wrestling matches were held to a minimum.

Opel Caravans are here to stay by the look of things around the dispersal. Sgts MacLellan and Bingham have both joined the ranks of proud owners, the latter having a very new one indeed, all blue and everything, but no roof rack! Wha Hoppen?

Sgt "Buz" Sawyers has realized a lifelong ambition. He can now shimmy up onto the wing of a CF without external aid. Practice makes perfect and what's a few scratches on the stomach from an old flap jack anyhow?

Sunday, May 18th, four aircrew, six groundcrew, and two aircraft journeyed across the border into France to Phalsbourg Air Base and took part in the American Armed Forces Day activities. Yours truly was among the visiting crew and I can readily admit that the North American Continent is in safe hands and free from the fear of aggression, as long as the Yanks and Canucks get along as well as we did with our hosts, especially with the help of a new secret weapon called "Old Daniel's". Immediately on arrival we became the adopted orphans of one Top Sgt Smith, who felt he should father us because of the fact that his great grandfather's half-brother once spent the summer in Middle Musquodoboit, Nova Scotia. Our CF 100's were of great interest to all USAF personnel and it was apparent that most of them had been following "Terry and the Pirates" very closely as they seemed disappointed when F/O's Eichel and Mortimer appeared on the scene to fly one of our birds instead of Hotshot Charlie and Mingo MacLoud. On the whole, the visit was both interesting and educational and I know that my sentiments are shared by the rest of the crew.

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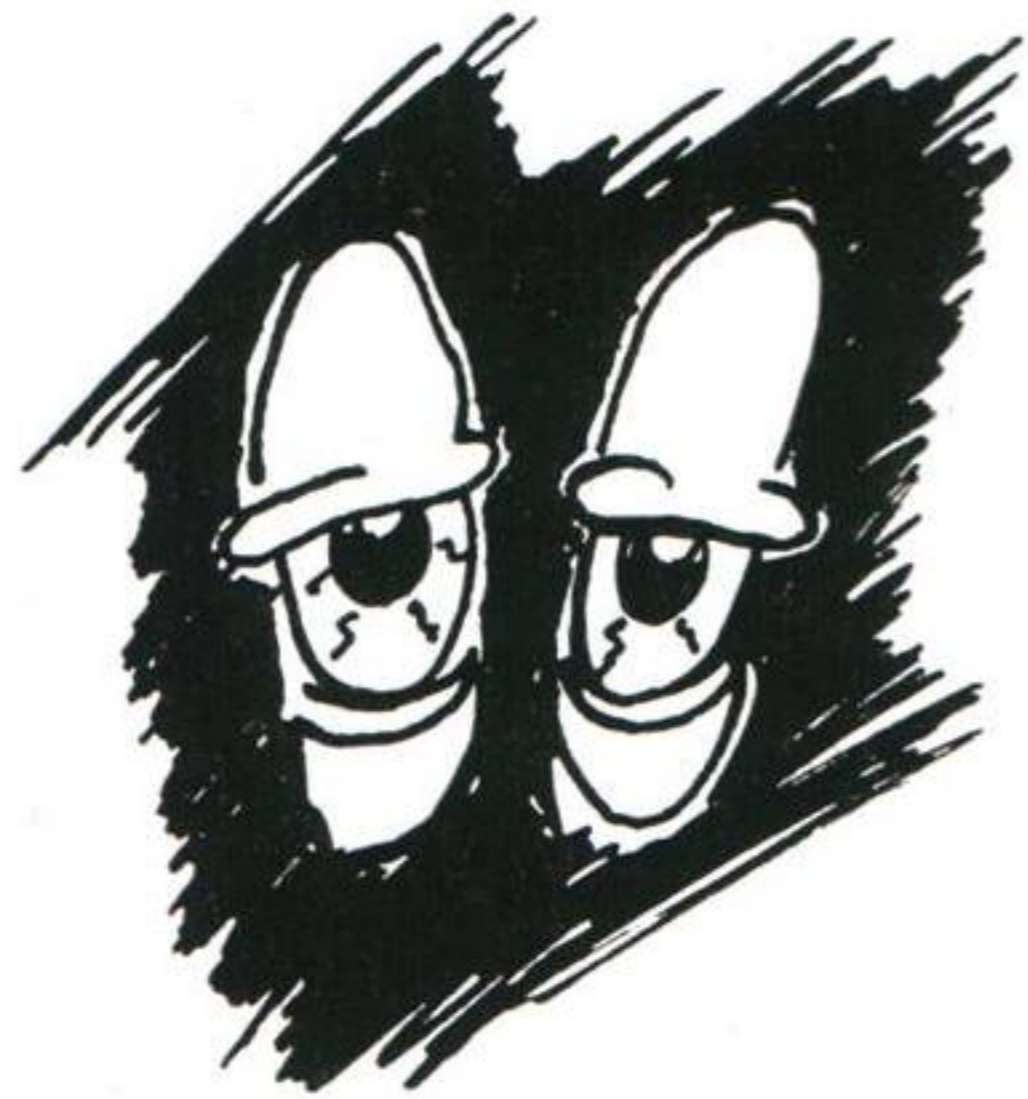
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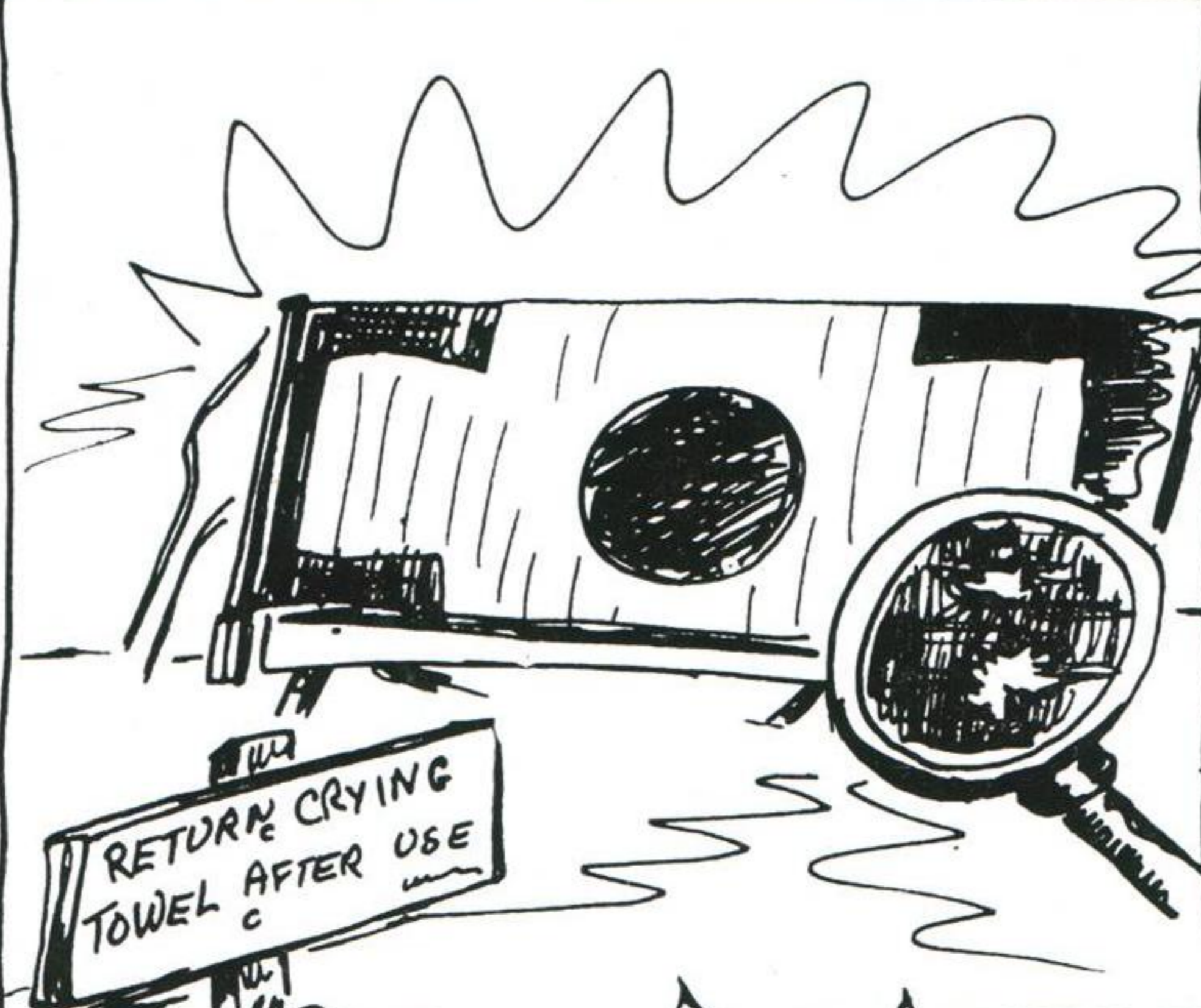
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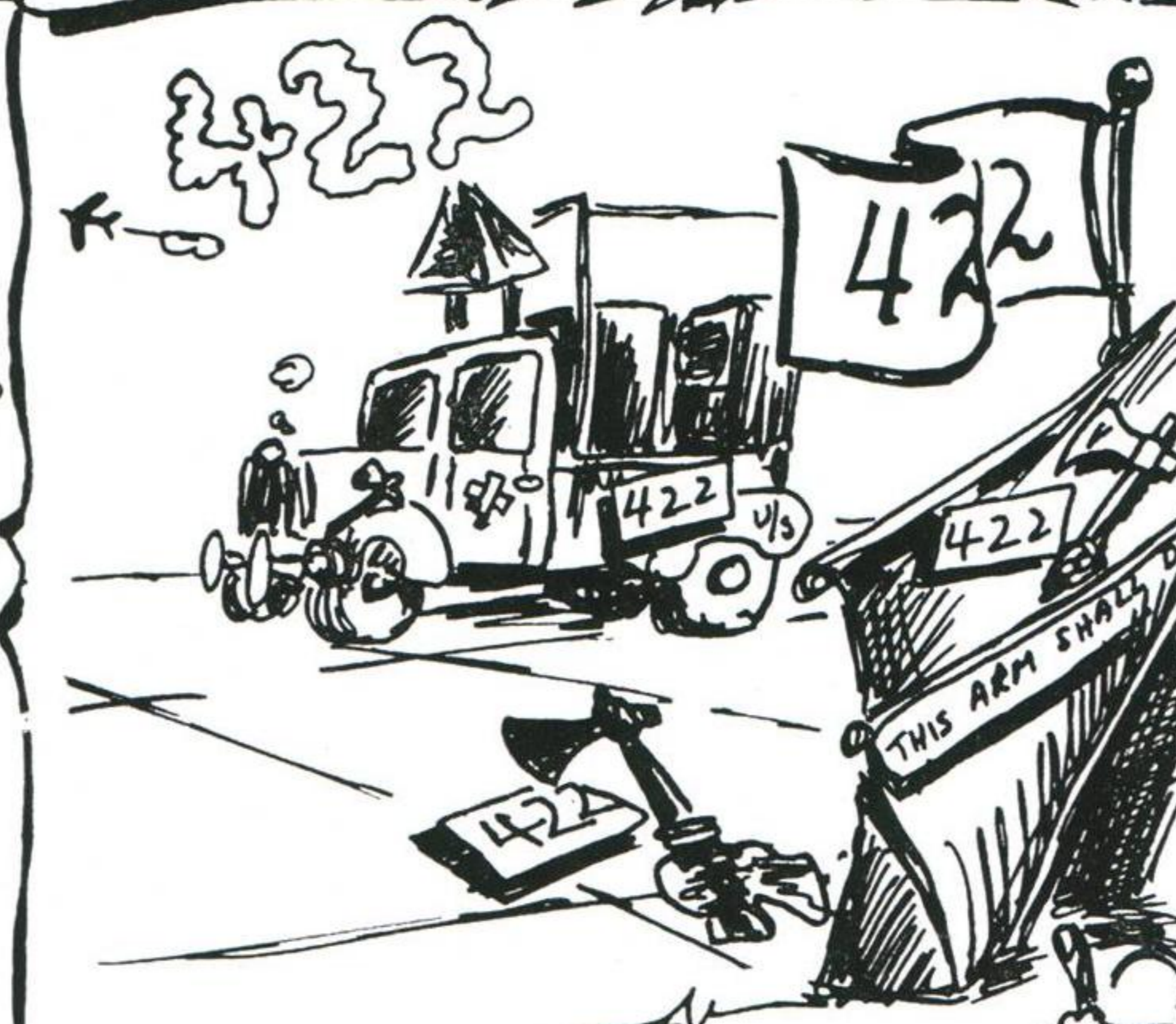
PLEASE MAY I HAVE AN ENERGIZER?



③ 07:30 hrs CO-OPERATION

④ 09:00 hrs CLOBBERED?

⑤ 09:00 hrs RADAR U/S?



⑥ 10:00 hrs 440 DOWN "S"

⑦ 10:30 hrs BREAK

⑧ 12:00 hrs CHANGE SHIFTS



⑨ 17:00 hrs A COOL ONE

⑩ 20:00 hrs RELAXATION

⑪ 22:00 hrs

THIS IS THE END

## 419 Maintenance

by Cpl R. Peever

The squadron nearly had a standown over the cleaning job done by Cpl Tiller's crew in the smoke room. It was such a good job that the airmen have been asked to smoke some other place. We have always maintained that Maintenance have been mighty busy but we now have the proof. While one aircraft was outside the hangar doors waiting its turn to get in, some birds built a nest in the flap.

If you wish to hear the latest rumors on things such as pay raises, postings etc check with Cpl Taylor. He seems to have the inside track on these things. We also heard that Burbridge is buying a car with the money from the latest pay raise.

Now that Sgt Ringuette has his Grp. IV, he is qualified to use a hammer and chisel and his specialty is gas pumping equipment. According to one of the electrical types pink hankies are the latest rage. Ask Cpl Lacroix why he wasn't sure if his wife would go to the party with him. Is Lebrun part Indian? We heard that he was looking for scalps one night. Lambert from Servicing is now giving us some extra help in the Electrical Section. He seems so happy now, that it will be a shame to send him back to Servicing later.

Cpl Nickerson is going to A.F.H.Q. Admin Unit, Ottawa, very shortly on his new posting. Needless to say he is very happy about everything. The squadron party had a very good turnout and was well enjoyed by everyone who attended. To get one inside story on this party check with LAC Cote — or his wife. LAC Edwards is happy these days as his wife presented him with a baby girl. Due to the confusion brought on by this occasion Edwards nearly forgot that he was on duty that day as Duty Airman.

From the latest reports we now have two cars on the station that only use forward gears. It seems that F/L Yager is now travelling by foot, bike, etc.

Flight Bailey has finally got his car and everything going smoothly again. Due to the normal European insurance muddles it took some time to get everything straightened out. Sgt Ringuette is offering trailer accommodations for any personnel who may be in the doghouse at home. There is also a rumor that Sgt Ringuette is remustering to the dental trade.

A word could be mentioned here for our members to be polite and so forth to our allies at Stuttgart so as to help us keep our privileges there. A wise precaution is: when in doubt, ask questions.

For the protection of aircraft and car tires and also for general appearances please return all pop bottles to the squadron canteen. As well as keeping the hangar area in a clean condition, everyone will gain from the profits made by the bottles.

We are having lots of excitement with the new "Planned Maintenance Schedule". The motto seems to be, if it's not on the chart, be careful. I understand that in some ways it is even affecting home life. It seems that some station personnel have had the idea that the CF's do not do too much flying. From some of the moans made lately after a few nights of flying, they probably have different ideas now.

I would like to say a good word this month for Cpl Young about his Council work as the member for ward six. He has done a good job in helping to make the P. M. Q. garden plots something worth wanting and he also has been trying to keep the members of his ward posted on what is taking place at the Council meetings.

The big question is how come Cpl Semmineck worked things to get the lovely passengers who travel to work with him? Semmineck and his family while on leave recently paid a visit to the Brussels fair. They enjoyed the visit but found the prices of food fairly expensive. Cpl Johannessen is going on leave in June and is going to make a camping trip for a few weeks. He hopes to see the World Fair but is especially going to visit an Uncle in Norway. Just for fun ask him what he once accomplished while ordering a meal in France.

Everyone has a treat coming when they see the sexy sweaters the 419 ball players are wearing. According to reports from the coach of their ball team there had better be a larger turnout for the ball practice periods.

The Safety Section has a few changes in its members lately. Cpl Brown and LAC's MacDonald D.C. and Morin are now in the hangar and Cpl Wilson has returned to the main section. Cpl Goudreault is now with Safety Equipment and was one of the original members of 419 when they formed at North Bay.

At the present time we are still waiting for a news flash concerning Sgt McEvoy. It will be printed as soon as received.

Someone was wondering how "Speedie" is finding things now since he has a nice Fraulein to help him run the canteen?

Our final bit this month is a small story. A woman was consulting a tombstone dealer with regard to a memorial for her late husband. "How would a simple 'Gone Home' do"? asked the dealer. "Perfect", said the widow, "it was always the last place he ever thought of going".

## DAIMLER BENZ A.G.

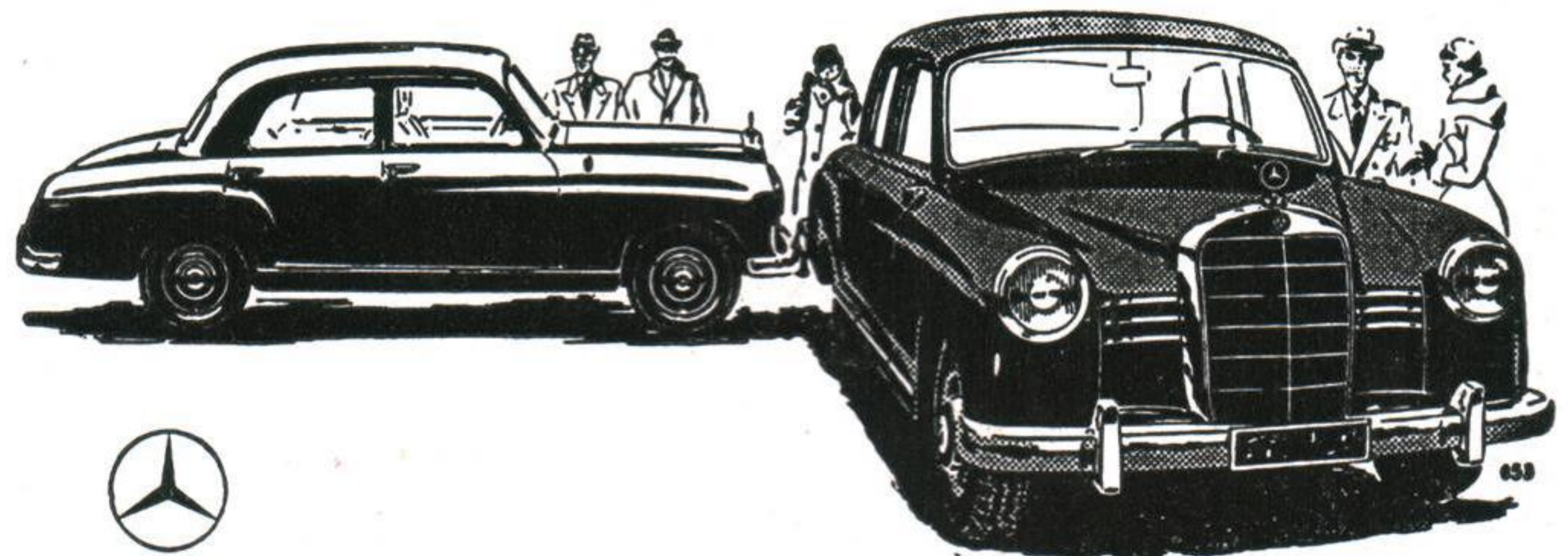
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**MERCEDES-BENZ**

422



Sqn

by F/O H. Jacobs

A group of pilots sitting hunched over a card table while several "experts" tried to fix the lights, Bill Tuele munching on a fist full of some awful looking cheese, Bill Ross trying to wash butter out of his hair, Gordie Lough returning from a bus trip chanting in a semi-Italian manner and Stan Morris borrowing a cap to keep his "hair" from getting sunburned; — these are just a few of the memories of our recent trip to the sun-kissed Isle of Sardinia. Though we had hoped for a better show gunnery-wise, we offer no excuses and feel sure that if 444 AND 419 shoot equally as well on their forthcoming trips, then the gunnery trophy will find its way back to 4 Wing.

Upon our return from Sardinia we found two new pilots sitting, somewhat dejectedly looking, in the "IN" basket. They are F/O's "Zim" Zimolzynski and "Tony" Thomas. Both are members of the single men's union and we are certainly happy to welcome them aboard. Don Davidson is also reactivating himself following his pre-Sardinia nylon descent which incidentally was entered in the last issue of the Flieger in the form of a cartoon. I think you'll have to admit though that when the weather is as unfavourable as it was that day, and old Bruce is flying fullbore on both engines — you'll find the Sabre boys practising their single-engine procedures.

Since our last contribution to the Flieger we have bid farewell to no less than three squadron pilots. F/O's Con Platz and Myron Filyk have left for Oldenburg, while F/O Bill Clare has ventured homeward. Con and Fil remained lucky and will still be flying for a while, but Bill Clare (somewhat sorrowfully) moves into the controlling phase of operations. To the trio we bid a temporary farewell and hope that we'll meet again in the not too distant future.


That about sums up happenings for the June issue except to re-cap some of the activities of our recently departed friends and to tell you that in subsequent issues of the Flieger, F/O "Kiwi" (Abo to his enemies) McArthur will be found on the far side of the typewriter giving out with the gen. (I'll be seeing you on the Prairies.)

F/O Bill Clare, born in Vancouver B. C., a few years ago has just completed approximately 3 years with the Tomahawk. He got his thirst for speed while driving an ambulance through downtown Vancouver, and feeling that this was just about the fastest way to grow old, joined the RCAF. Bill went through the pipeline and just prior to coming to Germany got married. When he couldn't be found relaxing with a good book or driving his Healey at 100 per, Bill would be making put-outs at first base on the squadron fastball team. Bill and his wife Gerry were keen and well liked squadron members and are going to be missed at all the squadron functions. We wish them all the best, and are sorry that their new station doesn't have an autobahn close by for car-racing purposes.



F/O Clare

F/O Myron Filyk, from Sceptre Saskatchewan, was one of the teachers of 422. With several instructional years behind him Fil was quite gifted in putting points across — though it sometimes took hours. Apart from taking a most active interest in all Squadron activities, he seemed to be a bit of a collector when it came to big cars, and maintained his good physique by simonizing some several times monthly. Fil's wife Tillie, will also be missed by 422 — particularly by persons lucky enough to have sampled some of her superb cooking. We bid them good luck at Oldenburg and doubt that we will ever see the day when anyone will be able to chug beer as fast as Fil. (Though "Abo" is in training.)

1893  1953

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F/O Platz

F/O Con Platz, ex baker, member of the 1000 Sabre hour club, SMU member, and practical joker was always one of 422's most capable and well liked members. Con's three year tour ran out quite a while ago and many thought that maybe we would never get rid of the Didsbury Kid. However we did finally manage to transfer him away, but considering the distance travelled he might just as well have been sent all the way to 444 squadron. From his new station at Oldenburg Con has already made a couple of return engagements, and the chances are that in years to come when even Danny Danford reaches retirement age, Con will still be pushing Sabres through European skies. For now at any rate, it's so long to a "prima" driver and swell guy F/O Con Platz. (In case some of you still don't recognize about whom we're talking — one last hint — he's the guy who used to shinny down the left wing boards during the hockey season and even get goals from upside down positions.)

444 SQN



by F/O Gord McLeod

As the month of May draws to a close, a pre-Sardinia mood has taken over the Fighting Four Forty Fourth. Normally any Squadron is keen and anxious before their gunnery but this year the spirit is even more predominant. The reason — the Air Division Gunnery Trophy rests on the outcome.

A very enjoyable Squadron party was held this month in honour of our departing COpsO, W/C McLeod. To bid adieu in suitable style, all Squadron members and their wives gathered at the Gasthaus Umweg. To enhance a very joyous occasion the gathering was treated to some very excellent singing by Valerie and Arthur Brooks who were guests of W/C and Mrs McLeod. All in all a very Prima party!!!

Off to England for a four day holiday — Oops! sorry, course — was F/L Bob Frith. As the old expression goes "Oh to be in England now that spring is here"!

As with hockey our Squadron baseball teams started the season on the wrong side of the won/lost column. However, it's a long season and better days are sure to come.

To help put our baseball warriors in a winning mood a little vocal support by Squadron personnel would be appreciated. How about it fans???

Taking a two week sojourn from the Squadron this month were F/O's Reg Heard and Ralph Gallinger. From all reports Paris, Spain, the Riviera etc. were lovely — and expensive. Oh well, travel broadens the outlook even if it shrinks the pocket-book.

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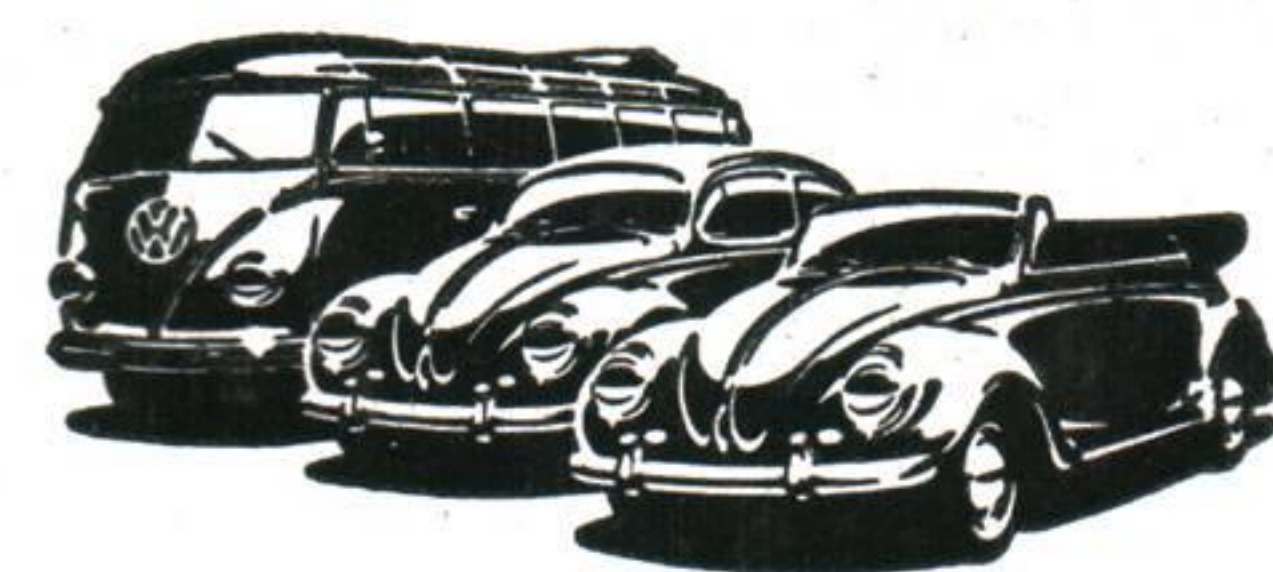
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## 444 Groundcrew News

by Cpl Bill Heslop

With the Sardinia excursion looming in the background like a typical 4 (F) Wing rain storm I'll try to keep you up to date regarding the goings on around here before we blast off. This time we'll be different and start our tour at the "flights" and then finish up at the hangar.

"A" Flight — LAC's Bowie and Levesque have gone home to the "land of the round door knobs". Quite a few of the fellows here have received their sailing dates and one of them happens to be Cpl "Tippy" Edwards, the only guy in this flight who finds dog hairs in his beer. LAC Charley Harper has such a crush on one of the local lovelies that he's sent his girl-friend in Canada a "Dear John" letter. After LAC Frank McNeil was bounced from the season's first ball for arguing, all the umpires were ordered to get "distemper" shots at the local dispensary. The latest EO states that umpires are "C" class items so I guess Vanier can hang up his white cane and braille rule book, eh Frank?? What did a certain foul owl do all over the seat of Sgt Patrick's car?? LAC Don Sinnema has his mom and pop visiting him from good ole Canada.

"B" Flight — The guys here are wondering when they will be eligible for one of those three-day week-ends that apparently keeps passing them by. One suggestion has it that each a/c be fitted with floodlights on the tails so the Sqn can do their droguing at night. Sgt Ron Hewitt of all people is sporting a "brushcut". When he is out on the line he's been requested by the pilots of the Sqn to wear a hat due to the strong mirror-like reflection of the sun off his pate which apparently created a hazard to the incoming a/c. LAC Don "The Lip" O'Toole is still flapping according to the statistics. The ever-present hangar haters are still buzzing about seeing Cpl Doug Heath on barbed-wire detail recently. LAC (is that your nose or are you eating a banana??) Naso is still grumbling about losing thirty cents on the recent script conversion. (He's the guy who gave the girls at Brussels such a hard time by saying he'll never dance with a girl unless he's asked.) Who's the pilot who nearly took off minus his chute? The fellas claim if LAC "Dinger" Bell drank nothing but ketchup within a short time you could turn him sideways and use him for a thermometer.

That's all from the "flights". I went into the control room to see what's new but didn't find out a thing due to all the "Orderly Corporals" patrolling the place. There wasn't much going on in the orderly room either. I met LAC Bill Kisch lying in the hallway in a convulsive state, gasping, with raspy coughs and watering eyes. I thought he was a victim of a tear gas attack but found out later

that the enemy was F/L Massier smoking his usual "stoggy" in the nearby office.

The hangar is the last place on our itinerary so let's hoof it down there.

Hangar — The "order of the paint brush" has been the main type of employment here for the past week. Actually though, the ole "padded cell" looks pretty nifty with the floors and fire lanes painted gray and red. Now if only they wouldn't bring those a/c with the dirty tires, we could really keep the place clean. Cpl "Muck" Reading is back with us once again after a bout with a troublesome elbow which developed complications after a minor operation. LAC "Stu" Beswick has his own private war on with the Vedette Automobile Plant in Paris. Due to the political situation in France the delivery of his new car has been delayed indefinitely. It's affected his condition in such a way that just last week he got "stoned" on two glasses of mineral water while visiting the Trinkhalle in Baden-Baden. LAC Hughes is back from the Sabre Conversion course at 3 (F) Wing and LAC Letarte (spelled with an "E") will soon depart for same. Sgt Vic "Porkchop" Wallace is now driving a Volkswagen bus. Is it big enough for the family and those 15 s too, Vic?? Sgt Gus Seguin is quite a buyer when it comes to purchasing women's bathing suits, just ask the sales girl in the PX. Who's the Sgt who nearly messed up a certain Cpl's long weekend only to find out that he had reservations, so let him go? (That reminds me, the next time I see Mike's little boy I guess I'd better tell him those aren't raisins on the flypaper!) Cpl "Guy" Menard has now joined the charmed circle of the married clan. Nice to see you up and around again Guy! Congratulations to Cpl Tom Lawson and wife on the addition of a little girl to the family circle. Our canteen has been discontinued and now has amalgamated with Wing Maint. LAC "John" Speedie did a very good job of operating our little snack bar and his fine efforts of achievement are well appreciated by all. When Cpl Norm (out of focus) Westfall winds up to throw a ball, his unorthodox style reminds one of an armourer who blew too many cartridges. LAC "Moose" Watson is still the biggest "FITTER" since Primo Carnera toyed with model airplanes. Cpl Doug Heath is getting so tubby lately that his wife has to outfit his trousers with elastic waist bands.

The squadron personnel were shocked recently at the sudden death of one of its most popular members. LAC "Scott" Polley, was the first groundcrew casualty in 444 (F) Sqn and we certainly hope the last. Having been one of the many who worked with Scott throughout his everyday routines I'm sure you will all agree with me that his quick wit and genial personality will be sorely missed by all.



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## Notes from Wing Maintenance

by LAC J. P. Peebles

Baseball is the sport that is going in and around the hangar these days. It seems that everyone is ready but the weather man, although Wing has played 2 games — and won 2, with no losses.

Well, June is here and it should bring the good weather with it, which will bring moans and groans from all the sunburns.

We have a few new faces in the hangar, we are also short a few. Welcome is extended to all the new personnel and their families, we hope they have a very good stay in Germany, we shall put this in list form next month for everyone to see.

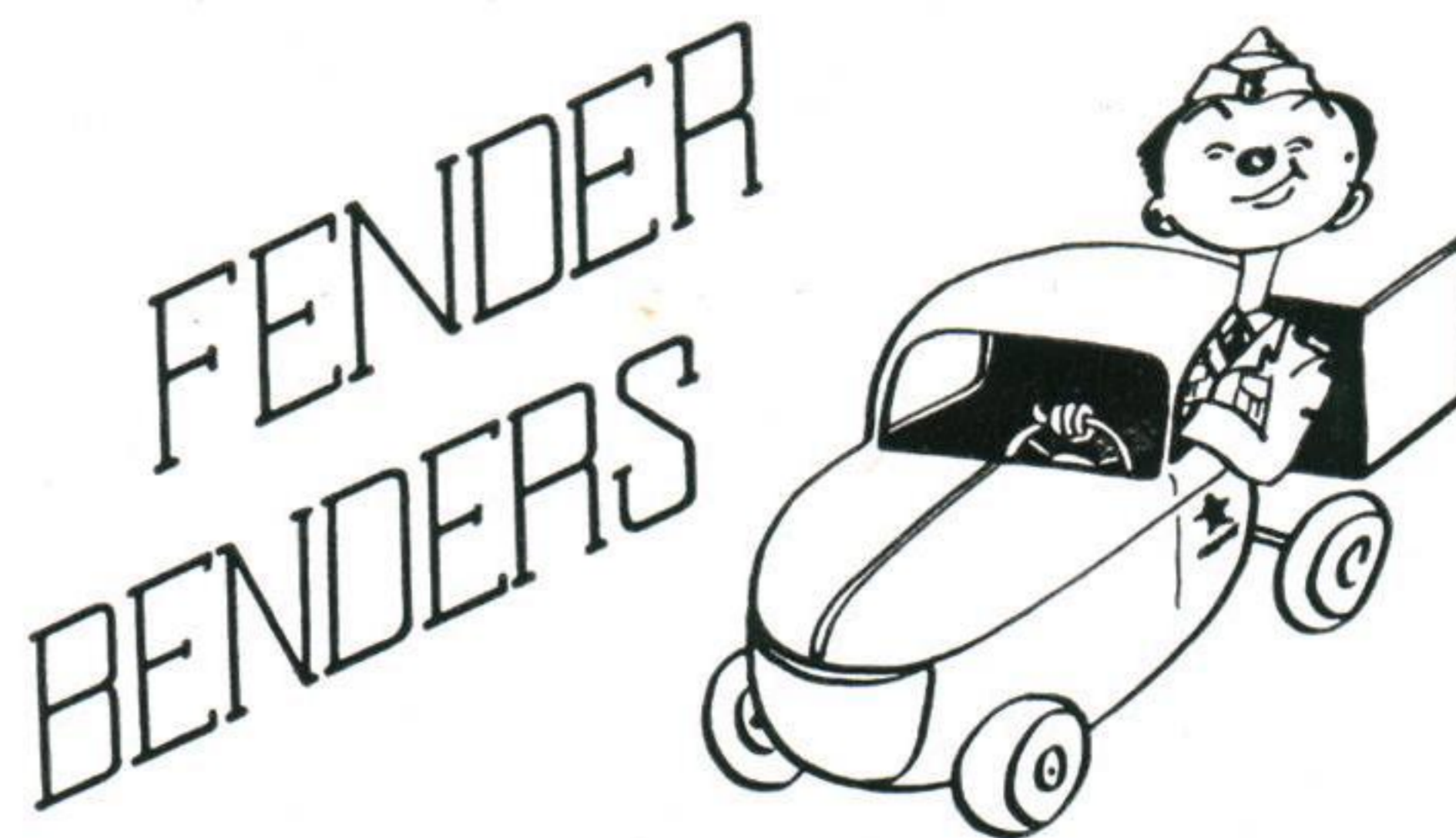
There have been quite a few changes in the hangar with the canopy bay being moved to the old Engine Bay, Engine Bay moved to the NCO room; the NCO's now have a new office at the corner of the hangar. The only people as far as I can see who have not got a room are the Armament types, and they claim they need one; maybe next time there is a change they will be lucky.

The new canteen is in operation with a full time Fraulein hired there. The committee and all those concerned should be given a thanks for their endeavour because it is now starting to look like a canteen. If we all patronize it, it will eventually become a very good thing. If you have any creative ideas put them in writing and hand them to any of your committee members, they will gladly put them through the right channels.

With this issue we should say a "goodbye" to S/L Blain, his wife and family; they are leaving us to return to Canada. We understand that they are going to RMC Kingston where S/L Blain will turn into a "professor". Good luck is extended from all of W/Maint to you and your family.

Well this is 2 June, I am late this time, so must run and get this in print, next issue I hope to have a complete story for you.

For a type who was on leave at the end of the month this isn't too bad — well, that is one person's opinion!



by Newf.

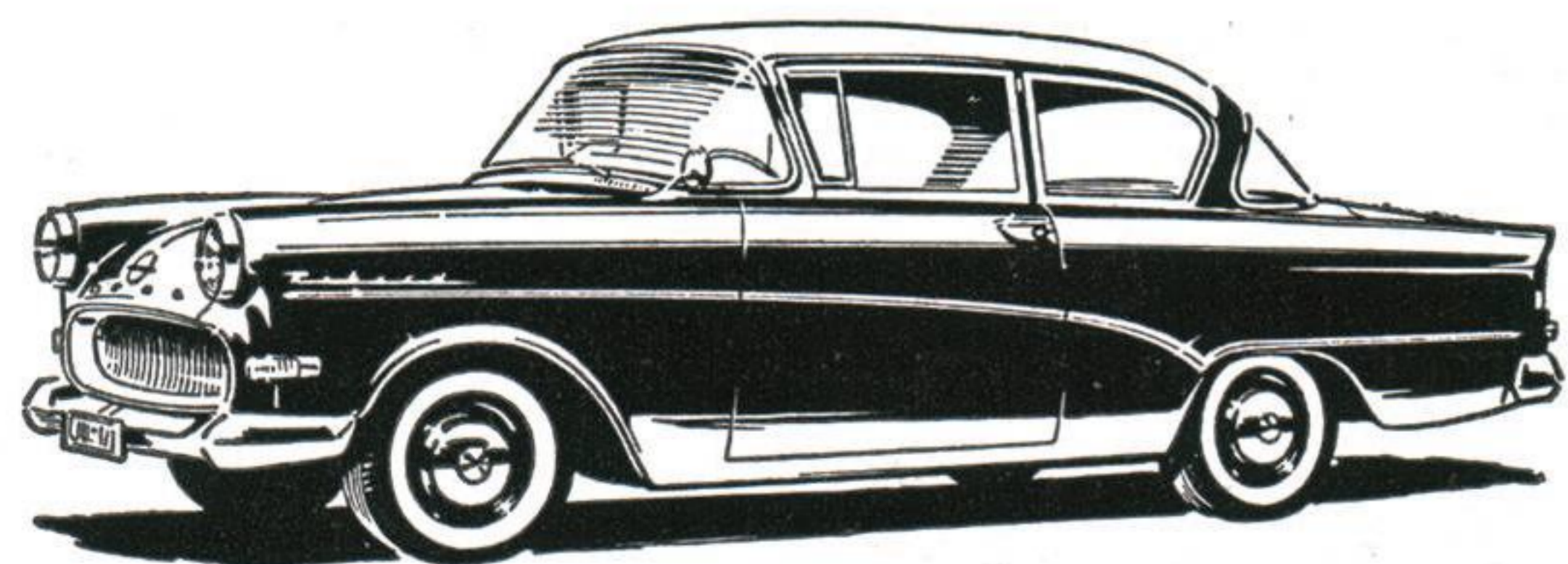
Hello to all you new types who have been posted in to the VME section since the VME last had an article in the Flieger (three or four months at least) and also "Bon Voyage" to all who have departed for the promised land.

Ah, the comfort of driving an American car. In fact it doesn't hurt so much when we pull in to "gas up", because at 17 cent per gallon we can more or less forget the pain: but... comes the time to take the car home on the boat, then listen to the complaints. Seems that every 55 Chev on the station weighs in at a different weight, anywhere from 1480 Kilos (\$165.00 to take home) to 1575 Kilos (\$ 220.00 to take home). It would be a good idea to have an empty gas tank and trunk when you have your car weighed. (14 gals of gas weigh over 55 kilos you know.)

The personnel of Heavy Equipment and Refuelling Pool had a very enjoyable mixed party at the Bahnhof Gasthaus in Wintersdorf on 16th May 58. While Mrs. McCart played the piano, Gus Halvorson played the Violin????!! When the concert had finished and those renowned artists had made their curtain calls, Mrs. McCart supplied the music for dancing. (It's rumoured that she also calls the tune at home. How about it Mac?). Will someone please tell Barb Arthurs, it would be nice if the person who took the pennant she was seen waving, returned it to the Gasthaus as the piano is bare without it.

Camping was the order of the days on the long weekend, 24—26 May. In fact the Lido camping Platz at Lucerne, Switzerland, resembled a little 4 (F) Wing. A quick count showed 12 cars from this station. One convoy departed 4 (F) Wing Saturday morning with 7 cars, 14 adults, 18 kids, enough food for 3 days and also one or two bottles of joy. Murray Fulton even brought a full bottle back home. How come Murray?

This is the season of the year when the section has a very bad case of POSTINGITIS. During the months of July and August approximately 10 ME types will be going home.



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ENGLISH SPOKEN

Now that most of the fellows have their stations the secret of PREFERENCE POSTING FORMS can be told. This is a form to enable the Air Force to find out where you wish to go in order that they are able to make sure you don't. Bagotville isn't near Comox, Downsview isn't near Calgary and Chatham isn't exactly next door to Ottawa (Is it Chiefie?).

I think I am fairly safe in saying that this will be the last time I will be ordered to write for the Flieger. Because . . . on July 18, as the shores of Le Havre disappear over the horizon and fade away into the setting sun, while some may wipe a tear-dimmed eye, yours truly will tip another glass of beer for those who have been left behind.

When I am paying 50 cent per gallon for gas, 35 cent for smokes, \$ 8.50 for a 40 oz bottle of joy juice, and \$ 100.00 a month for two or three rooms, maybe then I will wish I had taken that year's extension. Anyway I am willing to take a chance and give "God's Country" another go.

If by chance any of you folks pass by Halifax, (ugh) drop in to see me if you have some of that cheap 4 (F) Wing liquor.

IF YOU DRIVE WHEN YOU ARE DRUNK  
YOUR MOTOR CAR WILL END UP JUNK.  
... YOU TOO

---

**CLIMATOLOGICAL SUMMARY FOR THE MONTH  
OF MAY 1958**

TEMPERATURES	1958	1957
MEAN MAX	71.8	64.6
MEAN MIN	48.3	41.5
MONTHLY MEAN	60.1	53.1
HIGHEST	80.8	77.9
LOWEST	35.2	29.2
<b>PRECIPITATION</b>		
RAINFALL	4.57	1.69
SNOWFALL	NIL	NIL
NO OF DAYS WITH MEASURABLE PRECIPITATION	16	9
GREATEST AMOUNT OF RAIN FOR ONE DAY	1.64 (6th)	.36 (24th)



by Laurie Morris

In "Weekend" magazine an interesting point was omitted about 4 Wing, which could prove of interest to the public and especially in recruiting Airwomen. It is said that 4 (F) Wing is the ideal place to find a mate, and this saying has proven true in the past and will continue to do so in the future. We are in competition with the Fraulein, but we are pleased to say that we Canadian girls do not appear to have lost our charms. Weddings for the summer months are as follows; June: Ethel Petrie to Don Mayor, and Sheila Larrett to Jack Fox. In July, Low Roenspies to William Holland; Aug: (Scotty) Scott will wed our Flieger cartoonist Al Wilson. We wish them much luck in their new life.

A shower was held in honour of Betty Barnett on Wed 28 May 58 (a few days before she wed Paul). The plans were made for a weiner roast at the Rhine but due to rainy weather (not unusual in Germany) we held the weiner roast at the Lounge. We had the atmosphere of the Rhine by having a make-believe fire in the middle of the room (a few sticks and a red flashlight that gave a red glow), signs indicating parking etc. and red blankets on the floor on which everyone sat & sang camp-fire songs. Hot dogs were roasted in the Airwomen's kitchen, and then carried to our imaginary fire. Free beer and good laughs best describe this shower. Let's hope we have more showers like that. Thanks for your good planning and the work you did, Monk, to make this occasion a success.

The dance on Friday 23rd May, proved to be a success, as many airwomen and their escorts will assure you. After the closing of the lounge, cars were seen driving to the Rhine. I don't know what we would do if we did not have the Rhine.

On 22nd May, we went to Karlsruhe to play ball against the married women of the US Army. We defeated them by the incredible score of 33 to 6!

With Johnny taking in the sun with her bikini bathing suit and playing ball (she does the pitching) she is quite a busy girl.

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## Up to Date with Telecom

by F/L Copley

In the May issue we mentioned to you the use of Television as an aid to driving. Electronics has many ways of aiding the population, and now it has once again claimed a first in entertainment.

Into TV's big bin of parlor games fell one of the oldest and simplest! Bingo! This legalized numbers game is breeding records in New Jersey and New York states.

Opening day thousands of housewives dropped their after-lunch chores and bridge to play, and within ten minutes some 5,000 phone callers had deluged the station's specially installed phones to ask questions or cry "Bingo"! The exchange was so badly jammed that the New York telephone company pleaded with the station to stop airing the phone numbers, but within the hour 35,000 more calls flooded in. Next day the station asked winners to send in their diagrams by mail. The prizes ranged from a \$500 dollar television set to a tankful of fish.

To play electronic bingo on the daily show, a viewer had to pick a listed phone number from the column in which his own name appears, and write the five digits out under the letters Bingo. Then each figure was extended downward consecutively for 5 rows. If a player picked 7-1091 his bingo card looked like this

B	I	N	G	O
7	1	0	9	1
8	2	1	0	2
9	3	2	1	3
0	4	3	2	4
1	5	4	3	5

The overnight success of this game fits right in with TV's new rage for parlor games, which are cheap to produce and pull in good ratings. NBC and CBS are grooming new games for the air.

Although our thoughts for now may be on TV and the wonderful prizes, Western Union Telegraph Company and its employees are striving to better the facilities which can be obtained through the uses of Electronics.

This Company is now in the process of connecting Pittsburgh, Cincinnati and Chicago together with its new microwave radio beam system. The system will be known as Telex. Also the first customer-to-customer teleprinter exchange service between the United States and Canada, through the use of this system, will soon be placed in experimental operation jointly with Canadian telegraph companies. Telex will link a number of customers in

New York with subscribers in major Canadian cities. Results of this test will aid in determining the desirability of extending Telex to other major cities.

The new beam system will add 1000 telegraph channels for use in telegraph service and leasing to industry and government outlets.

## Wing Orderly Room

WOR.... The most visited section but the least heard of at 4 (F) Wing. Although Der Flieger carries articles from many sections, each publication WOR is conspicuous by its absence.

The big word these days is WHY.... why isn't my Command in, why can't my car go as this weight, why can't I draw SFA while my wife is here, why when some commands and units are received are people not happy, after all a slight change in the direction of preference shouldn't make any difference????

In the very near future we shall be seeing a lot of changes and bidding farewell to a lot of our old personnel. All set for far-off Canada are S/L Woolley, our much travelled PAdO who is ready for even more travelling, WO Huget complete with family, Mercedes and trailer and Sgt Dubois all set — but where!!!! On the subject of travelling "Bonnie" has returned to the fold from another tour. I'm beginning to wonder if these trips are really for sight-seeing or just collecting time-tables to help her with all those claims she does.

The softball season is once more in full swing, and speaking of sports, one bright and sunny afternoon a few innings were attempted with the Accounts personnel. To make a long story short that's just what happened; we were on the short end of the score. A good time was had by all, that is until the next morning and then — Oh! my aching back!!!

We hope by the time this article is inked that congratulations will be in order for Lionel Lepage and wife for their brand new bouncing baby...?

Sgt Brownell is up to his neck these days with everybody going home to Canada, sailings, cars and weights, selected places of residence and all else that is involved with repatriations. Some fun!!!!

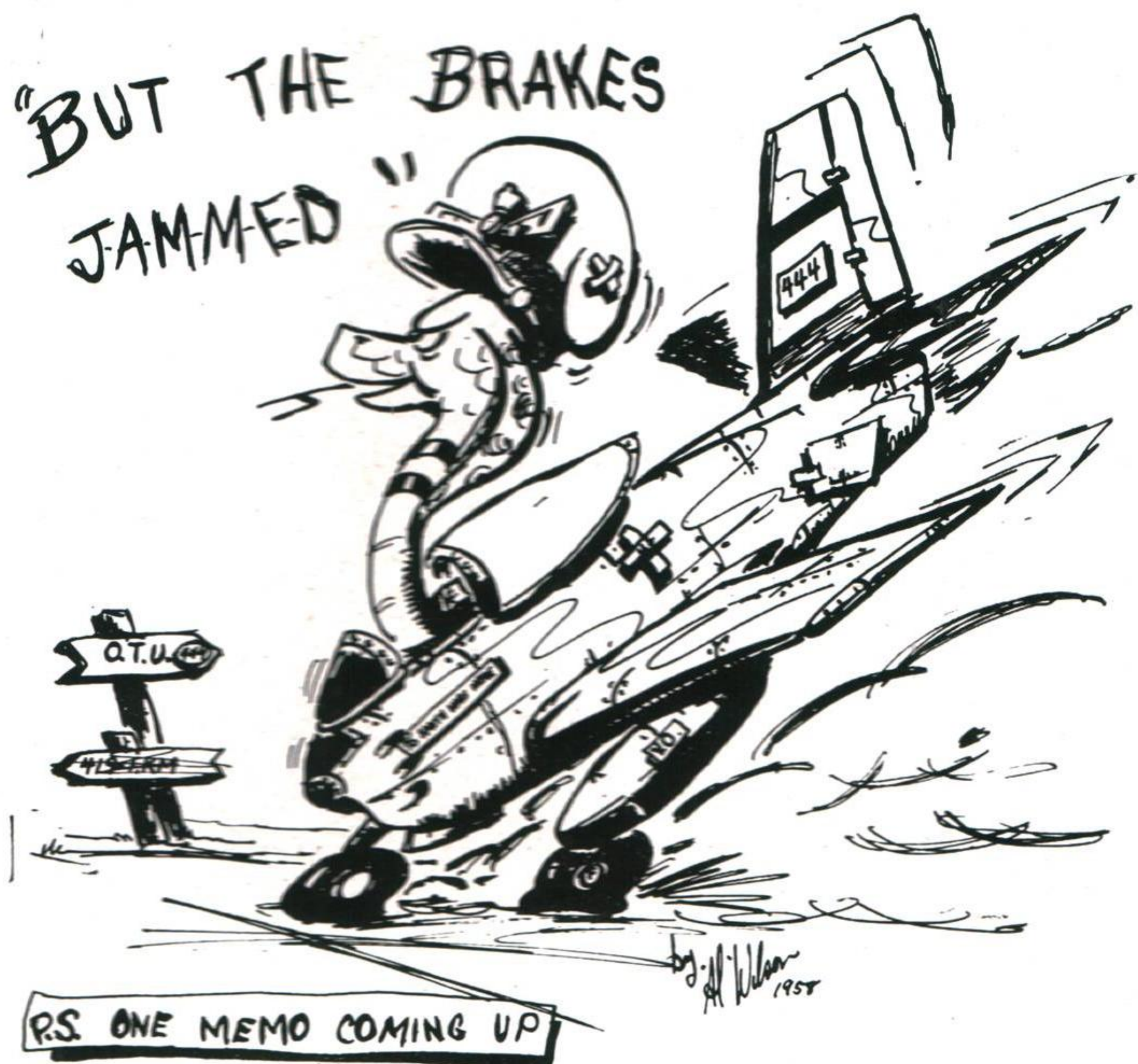
WO Baker seemed to take his leave at a very good time, not only did he have fairly good weather but WO Huget has had to get all the R211As together.

Bidding "Bon Voyage" to all those who are leaving, we would like to say to those who are staying that your "Address of next of kin" is most important; keep it up to date.

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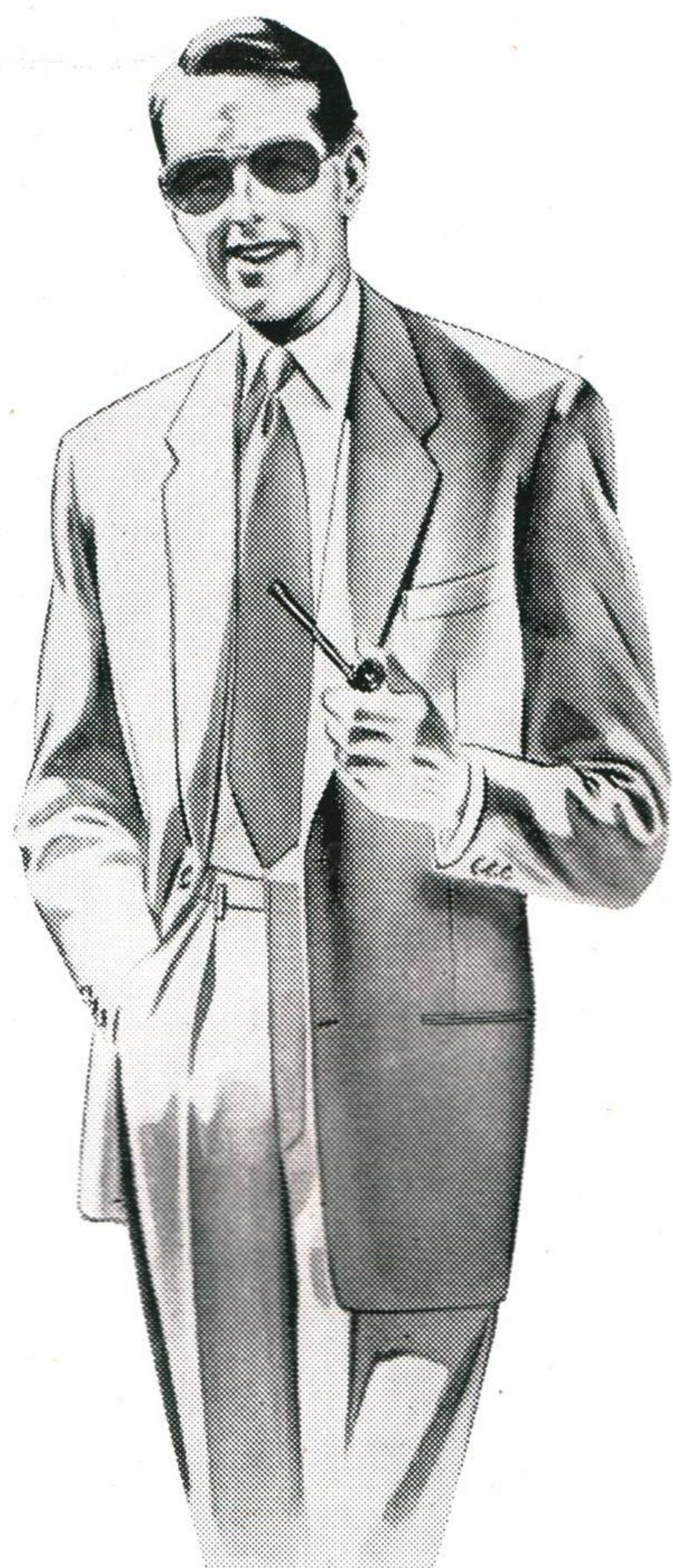
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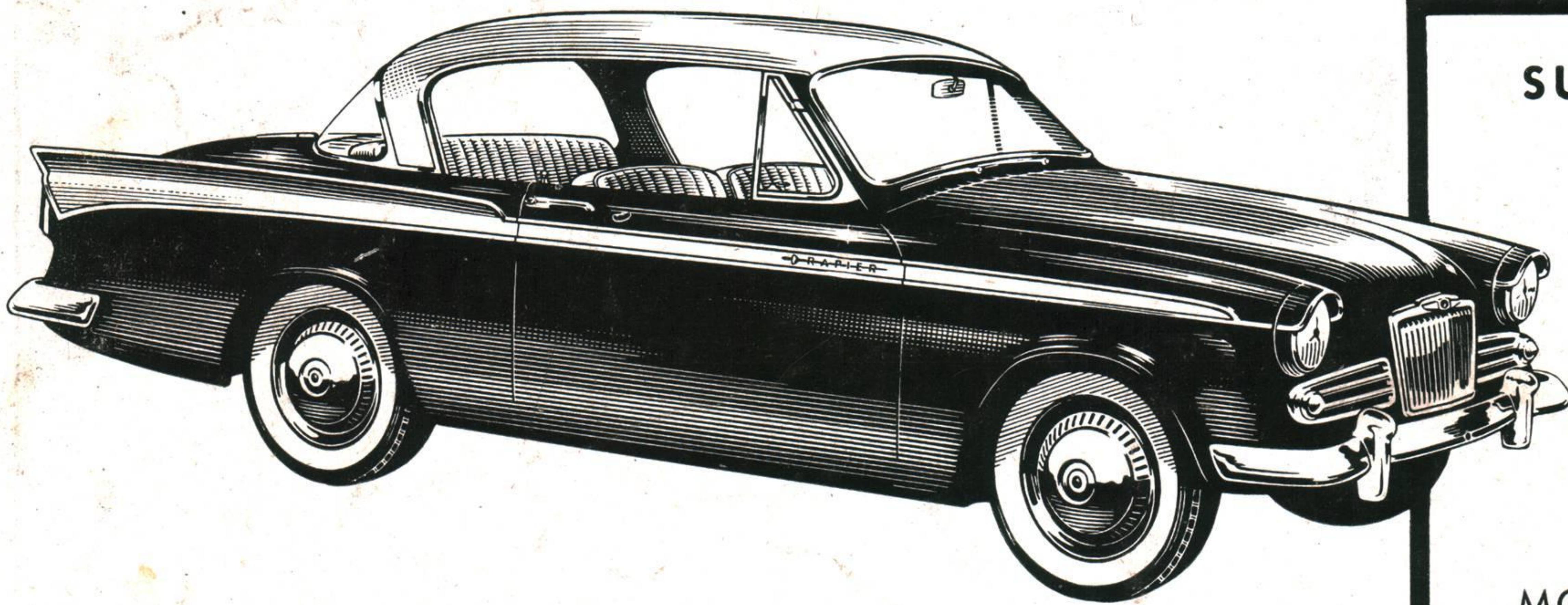
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