

# Schwarzwald- Flieger



"MISS GERMANY" CONTEST - 1958 (COVER STORY PAGE 1)

PUBLISHED BY  
4 (F) WING RCAF



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VOLUME V . JULY 1958 . NUMBER 7

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## "Miss Germany" Contest — 1958

by Ron Coulson

Within the elegant Baden-Baden Kurhaus last month, fourteen beautiful German girls vied for the title of Miss Germany 1958. The laurels were presented to the graceful, talented Bavarian beauty, Miss Marlies Behrens, amid the thunderous applauding of the throngs of spectators who were in obvious agreement with the decision.

Although the decision was somewhat closer than last year's there were none of the demonstrations for or against it, such as has been the case in the past. The runner-up in the contest was lovely Miss Dagmar Herner from Düsseldorf, who missed the honour by the margin of 279 votes to 243.

The competition is an annual affair on the Kurhaus agenda, and provides a great deal of varied entertainment, for it is not simply a display of vital statistics done up in bathing suits. Each of the hopeful girls must match wit and talent with her beauty in order to gain the approval of the fastidious spectator judges. The prizes, in addition to the crown and glory, total up to 25,000 DM including a sleek Mercedes Benz sports car.

Of course the evening was highlighted by the crowning of Germany's entry for the "Miss Universe" contest, but leading up to this was a program of musical and literary contributions by the entrants. The Baden-Württemberg entry, Miss Margrit Hey, captured the greatest applause from the spectators with her extensive knowledge of Greek Mythology. Elvira Manske, entered as "Miss Schleswig-Holstein" captivated the audience with her vocal talent, while the winner earned a great deal of supporters with her enactment of a scene from "Ingeborge" by Curt Goetz. The Master of Ceremonies was the congenial host of many years of the Miss Germany competitions, Hannes Dietrich von Seydlitz. A ready wit, and a great deal of help to the nervous young ladies, some



*(Black Forest Flyer)*

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Editor-in-Chief                      Flight Lieutenant C.G. Burt  
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of whom had to grip the microphone for support, this clever co-ordinator kept the show moving at a pleasant pace, and added greatly to the entertainment.

Stealthy photographers and cameramen moved about popping flashbulbs, and assuming most un-natural poses



The girls paraded in formal dress...



... and in bathing suits

themselves as they plied their trade in an effort to do justice to the beauties on stage. Once the winning entry had been chosen, she was seated on the throne provided by the "Opal" company and the crown was placed on her radiant head by last year's queen, Miss Gerti Daub, (second from the right in our cover picture).

While the reigning queen, a secretary at the American Recreation Center at Garmisch, is touring the continent vying for greater laurels, preparations are undoubtedly underway for next year's ceremonies. It is an occasion we certainly shouldn't miss during our tour in the Baden district of Germany.

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## Aircraft or Missiles?

A/V/M Plant, now President and General Manager of Avro Canada, discussed the question of "Aircraft — or Missiles?" in a recent speech at Edmonton. His answer was drawn from statements by prominent military men and here is what he quoted them as saying:

**Lord Tedder, Marshal of the Royal Air Force:** "Take my word for it — there are going to be aeroplanes, and military aeroplanes too, as far ahead as we can see. The idea that we are all going to sit in dug-outs and press buttons is just a fantasy".

**USAF Chief of Staff General White:** "We will require a high performance manned aircraft for a great many years to come."

**Gen. A. Ljungdahl, C-in-C, Swedish Air Force:** "The missile threat should not now be exaggerated."

**Deputy Chief of U.S. Naval Staff, Admiral Combs:** "I think for many many years to come we are going to have manned aircraft."

**U.S. Army Chief General M. Taylor:** "There is a current role for the interceptor aircraft in the next years to come."

**Hon. George R. Pearkes, Canada's Minister of National Defence:** "I do not feel that missiles and manned aircraft have, as yet, reached the point where they should be considered as competitive. They will, in fact, become complementary. Each can do things which the other cannot do, and for some years to come, both will be required in the inventory of any nation seeking to maintain an adequate "deterrent" to war."

"In summary", A/V/M Plant said, "it would seem fair to state that missiles and manned, combat aircraft will be complementary, and that over-emphasis of the missiles is premature, as in the case of the fond grandmother, introducing her two little pets to a neighbour: "And this one is the Prime Minister and this one is the Archbishop". Could be but not yet."

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It is reported that Russian Farmer fighters are now flying at an operational height of 65,000 feet.

# DEAR FOLKS

I guess I owe you another report from the Black Forest folks, so here it is. I hope you won't mind the colour of ink I'm using, because it is all the refills they had for my pen in the P. X. here, and I couldn't see spending money on a new one, just to be able to buy what refills they had in blue ink.

I guess I sort of got ahead of myself when in my last letter I said they had made a few improvements in the snack bar, and were getting a new milk-shake machine. The furniture is good, but we still don't have the milk-shaker. It seems it was decided to get a real snazzy one and for that you have to send all the way to some outfit in the States. The only news we get here is from the 'Stars and Stripes' and I guess they got sorry for the States and were trying to bolster the U. S. economy by taking part in their "Buy Now" program. Someone says it'll arrive someday, but if they intend to ship the thing back to the States every time one of the doo-dads that shake the milk starts acting up I'll have to start drinking their coffee.

Everything on the station closed down for the annual stocktaking a couple of weeks ago, and I got curious about this stocktaking business. I asked a buddy of mine who is a "pencil-pusher", and he says they have an annual stocktaking, a semiannual stocktaking, twelve monthly stocktakings every year, the weekly spot checks, inventory handovers and such. That's where he lost me. All I could remember is that old Sandy's Cut-rate store has lots of stock all the time, and he doesn't ever have a stock-taking. There are some things in this world that a guy never gets the hang of, I guess.

I finally got around to taking my driver's test last week, and I am sure it is one thing I'll never forget if I live to be as old as the jokes on "Grand Ol Opry". I can't for the life of me see why those driver testers can't get an extra "risk allowance" for that job. I hear tell that they even give lessons at night to women and such. Surely there is a limit to what dangerous and foolhardy things a guy will do to earn an extra buck.

The first part of the test was pretty easy. They showed me a pack of cards that had German road-signs on them, and I had to identify them. Well, if you remember, I always read the Roger Price "Doodles" in the paper, so the signs weren't too hard to figure out, but the second part of the test was a dilly. It nearly scared the pants off me a couple of times, and it took me a long time to get used to the crazy-mixed-up gear shift the Mercedes had. I borrowed it from another friend of mine for the test, and didn't drive it at all until I got in it with the tester. He lost confidence in me right off the bat when I stalled

three times just trying to get out of the parking lot. Every time I got into a tight spot I forgot about the five gears, and really had fun. I made it alright in the end, but let me tell you, even when I get a car of my own, I'll still take a taxi into Baden-Baden. It is the most treacherous place I've ever had to drive a car in.

I'm going to buy as expensive a car as I can possibly manage, because I won't need much for spending money if I get one. The Service Police are pretty hot on not letting you drive if you've been drinking a little too much and I guess that's the right way. There was a guy telling me he lost his license because the S. P. could smell liquor on his breath from the day before, and wouldn't believe him when he explained he just hadn't brushed his teeth. That's pretty hard to believe, I think he must be exaggerating.

Movies have been getting better here in the past few months. I don't really miss T. V. any more, because we are getting films released to us over here as fast as they release them for television. Things are really looking up.

It is getting a lot harder to keep track of my money all the time now. I don't know if you knew it or not, but up until a while ago, we were all getting paid in what they call 'SCRIP'. I don't know where the name came from, but the money looked like Monopoly money, and all the small change was in smaller and different colours of bills. It seemed funny to use at first, but I got used to it, and never had trouble in any place down town, because German money is quite a bit like ours. Now we have started using American money with real change and all, so it is getting confusing. The Germans have coins worth \$ 1.25 in our money, and they are the same size as a fifty-cent piece. I hope I don't make any mistakes.

I won a German camera at bingo last week mom. You are going to laugh at me now for all the times I laughed at you when you went to bingo, but things get pretty dull around here some times. Anyway, this is really a terrific camera with all kinds of gadgets and settings on it. I have a roll of film in it now, and I've taken pictures around camp here. As soon as they come back I'll send them to you so you can see what sort of a place this wing is. I'm going to join the Camera club on the station if they ever get around to holding a meeting. I hear they do their own films and stuff right on the station, so it will probably save a bit of money if I can get in the club.

Well, I guess there isn't much more to say in this letter, except goodbye until next time, so I'll just do that. Your son and heir. Elmer

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# Canadian Aircraft and the RCAF

Much has been said and written about whether:

- a) Canada should produce its own aircraft for the RCAF, relying instead on buying from the USA and Britain.
- b) Whether the RCAF should be provided with the CF105 which some quarters describe as obsolete.

Air Marshal Curtis discussed these questions in a recent address to the RCAF Benevolent Fund in Ottawa.

With regards to whether Canada should produce its own aircraft he said that the hard lesson of W.W. II had shown that "our air force must never again be dependent upon sources outside our own borders for our aircraft". Because Canada did not produce its own aircraft Canadian squadrons were "low on the list for equipping or re-equipping with the latest types". Even the production of aircraft under license did not help — Canadian built Hurricanes for example, which were needed by home-based squadrons in the face of the Japanese build up in the Aleutians, were allocated to — Russia! A/M Curtis said "To me, it meant that if Canada wants its Air Force to be equipped with the most modern and most suitable aircraft for our special needs, then we must build them ourselves".

Concerning the requirement for an aircraft of Canadian design and development A/M Curtis said "Our Air Force, looking to the future, decided they had to have a special two-place, twin engine, all weather interceptor which would be able to operate day and night and which would have an exceptionally long range capability. I was the leader of a special team of RCAF officers who visited aircraft factories in the US and the UK looking for such an aircraft. We couldn't find one that met all our requirements. Nor was there one on the drawing boards. It became obvious that if our air force was to have the kind of aircraft the planners said it needed, then we would have to design it ourselves. That is precisely how the CF100 was born."

The CF100, said A/M Curtis, is the finest aircraft of its type in operational service. Moreover, the Belgian Air Force had decided to equip their all-weather squadrons with the Canuck.

"If the money spent on this aircraft was "money down the drain", Air Marshal Curtis observed, "somebody should tell the Belgians. They bought \$50,000,000 worth. A nice tidy piece of export business for Canada".

With regard to the CF105 A/M Curtis said "it has been remarkably successful in its first flights. It has exceeded 1,000 miles an hour by a substantial margin. I have no hesitation in saying that both these projects (the CF100 and the CF105) represent outstanding military and technical achievement in a very exacting field. This also applies to the Canadian designed Orenda jet engine and its successor, the Iroquois. The CF100 and the Orenda jet engine have been delivered to the RCAF for considerably less than it would have cost for comparable but inferior equipment built elsewhere. The saving to the Canadian taxpayer runs into the millions".

A/M Curtis discussed the impression some people had that the first CF105 cost \$200,000,000. He said "As far as the airframe itself is concerned, the only figure I can give you is the one mentioned by the Minister of National Defense in the House of Commons last November. He said Avro Aircraft Ltd. had been paid \$89,000,000 up to that time. I should add this does not

include the cost of the Iroquois, the fire control system, etc. However the most insidious thing is not the figure itself, but the implication that this is what the first aircraft cost. This is quite wrong. The funds that have been authorized and expended so far cover many things. You all know about the first aircraft. But what isn't generally known is that the second one is already off the production line and in flight test. It will fly shortly. The third is due in flight test in a week or so (has now arrived) and the fourth in 30 days. The fifth is nearing completion on the line and behind it are others. Another thing to remember ... the design has been under way for four years. "First scores, then hundreds and now two or three thousand people have been at work — engineers, technicians and production workers. There have been extensive and costly test programs. This great amount of work has not been confined to Malton. It has been going on in factories and laboratories in many places in Canada. Only part of the money that has been spent has gone directly to Avro. The rest has gone to hundreds of sub-contractors and suppliers. Then there is the matter of production tooling. The cost of this has also come out of the funds that have been advanced. This equipment is even now producing Arrows and is there ready to produce as many as the government orders. All this design and development, all the production of complete aircraft and thousands of components, all the production tooling, all the very expensive and necessary testing; the cost of all these things has been paid out of the funds that have been approved."

"Doing this work in Canada has and is giving employment to thousands of Canadians. The impact of all this on the economy cannot be calculated. But it must be quite substantial if you only consider that Avro and Orenda between them have over 2,500 suppliers and sub-contractors from coast to coast. These thousands of employees and the companies that employ them all pay income tax, all of which helps indirectly to reduce the cost of the things they produce. Further, money spent in Canada helps our own industrial growth. If you bought aircraft and engines outside, the money would be lost to us and would help build the industry of some other nation. Another of the many advantages of having our own aircraft industry is that it provides opportunities for hundreds of young engineers who used to have to go elsewhere to make their careers. The flow of our best brains to the US has been slowed from a flood to a trickle."

Dealing with charges that the CF105 is obsolete A/M Curtis said that according to this talk:

"We would postpone making anything because something better will in time, be coming along. We would never have any defense weapons. We know that the Russians have been working on a Mach 2 bomber. The Arrow is designed to meet that kind of threat. As long as such a threat exists, there will be a requirement for an aircraft like the Arrow. To say that such an aircraft is obsolete, in view of the existence of this threat, is nonsense."

He also added that manned aircraft are essential even in a missile age because:

"Today, the RCAF is required to make at least two or three interceptions a day to identify aircraft approaching from a northerly direction. Only a manned fighter can go up, intercept, identify, and if the other aircraft is friendly, turn away."

#### 4 (F) WING SKEET CLUB

by Cpl G. A. Boyd

This entry in the Flieger I believe, is the first to come from an activity on this Station that has to date received very little publicity. In view of the Club activities over the last few months it was felt that we should not go unnoticed, particularly after winning a considerable number of trophies while shooting against some of Europe's more experienced skeeters.

Our club started in January 1957 but no appreciable amount of shooting started until approximately a year ago. Our membership has not been large due to limited facilities but we plan to start new shooters in the near future. I think that here is a good place to give praise to the people who have given us the help and backing that has made our club one to be reckoned with in some of our recent shoots. Our hearty thanks to the CAdO, W/C Hale, and S/L Begg and his staff.

Now for a short rundown on recent shoots. Several trophies were won at Stuttgart and Karlsruhe last fall and this spring by F/L Kercher, Cpl Boyd and Cpl Cassidy. Then came the days of practice for the members of the team, picked from all the shooters in Air Div, who went to Gyttop, Sweden, to participate in an International Friendship Shoot. This team consisted of G/C Hodgson of Air Div, Cpl Attrill and LAC Longard (spare) of 2 (F) Wing, and F/L Kercher, Cpl Boyd and Cpl Cassidy of this Wing. We were guests of the Swedish Skeet Shooting Assn. and Baron Klingspor. Enough cannot be said to describe adequately the royal way in which we were treated. Sorry to say, we did not do too well. The next shoot was in Heidelberg where four Canadian shooters, A/C Gilchrist from Air Div and F/L Kercher, Cpl Boyd and Cpl Cassidy walked off with seven prizes. The next week five of our shooters, A/C Gilchrist, W/C Hale, F/L Kercher, Cpl Attrill and Cpl Cassidy again walked off with nine prizes, leaving the Americans very little to choose from.

Finally, the Annual Air Div shoot was held on the 14—15 Jun 58 in very fine shooting weather. There again our "A" team shooters, W/C Wright, F/L Kercher, and Cpls Boyd, Cassidy and Churchill won the G/C Mac Donald Trophy for high team, breaking 480 of 500 birds. F/L Kercher showed his usual good form by breaking 147 of 150 birds to take the G/C Newsome Trophy as well as the Class "A" trophy. W/C Wright also showed his usual calm by breaking 99 of 100 birds to take the G/C Williams Trophy.

By the time this comes to print the Annual European Open shoot will have taken place and we hope to make our presence felt again, although we won't have F/L Kercher as he will be in Canada on course.



#### New AOC 1 Air Div

Air Vice Marshal L. E. Wray, OBE, AFC, CD, Air Officer Commanding the RCAF's Air Defence Command since January, 1955, has been appointed Air Officer Commanding 1 RCAF Air Division in Europe.

He will take over his new duties in September and will replace Air Vice Marshal H. Brandon Godwin, CBE, CD, who is retiring after completion of more than 30 years' service with the RCAF. A/V/M Godwin has headed the Division for the last three years.

The new Air Officer Commanding Air Defence Command will be Air Commodore William R. MacBrien, OBE, CD, who will take over on August 15, with the rank of Air Vice Marshal. A/C MacBrien is presently Chief of Operations at Air Force Headquarters. He was appointed to this position in July, 1956.

#### CLIMATOLOGICAL SUMMARY FOR THE MONTH OF JUNE 1958

TEMPERATURES	1958	1957
MEAN MAX	71.7	76.4
MEAN MIN	50.3	51.9
MONTHLY MEAN	61.0	64.2
HIGHEST	83.8	90.8
LOWEST	43.8	40.8
<b>PRECIPITATION</b>		
RAINFALL	4.97	3.75
NO OF DAYS WITH MEASURABLE PRECIPITATION	13	15
GREATEST AMOUNT OF RAIN FOR ONE DAY	1.09 (19th)	.50 (10th)

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# Canadian Current Affairs



**Budget** — The following are highlights of the budget speech:

No change in personal or corporation income tax rates.

Budget deficit for 1958-59 peacetime record of \$648,000,000 compared with \$39,400,000 last year.

Minor tax cuts total \$8,000,000 for remainder of current year, \$26,000,000 in full year.

Peacetime record expenditures of \$5,300,000,000 and revenues falling to \$4,652,000,000 forecast.

Government to borrow an estimated \$1,400,000,000 in new money this year to cover budget deficit and federal loans.

Tax-deductible medical expenses to include prescription medicines, spectacles, diagnosis, effective immediately.

No change in tax on automobiles, tobacco products, liquor, radio and TV sets.

Tax deductibility of charitable gifts by corporations doubled to maximum 10 per cent of income, effective January 1, 1958.

Once-in-a-lifetime gift tax exemption on real estate transfers of up to \$10,000 between husband and wife, or father and child, effective this year.

Canadian tourists abroad allowed to bring back after July 1 duty-free purchases of up to \$300 a year, lumping in one trip present allowance of \$100 every four months.

Tax deductibility provided for husband paying for support of wife or dependent children under court order.

Emergency gold mining assistance boosted by 25 per cent to about \$12,000,000 annually, starting with 1958.

Excise tax of 20 per cent on advertising in special Canadian editions of non-Canadian periodicals repealed, effective immediately.

Period for claiming tax refunds extended to four from two years from end of taxation year.

Tariffs on imports of wool cloth from Britain boosted from present 50 cents a pound to 55 and 60, effective immediately.

Government to tighten anti-dumping laws sharply.

Tariffs revised upward and downward on basic iron and steel, pipes and tubes, zinc and other products.

Additional farm and building materials exempted from sales tax, effective immediately.

Interest on tax overpayments increased to three from two per cent, effective 1958 tax year.

Municipalities given \$5,000,000 annual relief from 10 per cent sales tax on some purchases, effective immediately.

**Montreal** — Plans for Montreal's new 13 million dollar concert and theatre centre, include parking space arrangements for 1 thousand autos, and restaurants. All would be built around a park or plaza, which would be just off St. Catherine street, Montreal's main theatre and shopping artery. Besides the concert and theatre halls, there would be a 500 seat chamber music hall. The concert hall will seat 3,100, and will have complete facilities for theatrical productions, operas, concerts and ballet. The building of the three unit structure will be directed by the Sir Georges Etienne Cartier Corporation, named after one of the founders of Canadian confederation in 1867. The corporation president, Louis A. Laporte, said his

associates were virtually certain the halls would be ready in time for the first concert and grand opening to take place in 1960 during the Christmas holidays.

**Manitoba Election** — On Monday, June 16, Manitoba elected its first Conservative Government since 1915.

The Progressive Conservative Party won 26 of the legislature's 57 seats, with 19 going to the Liberal-Progressives. The CCF Party more than doubled its representation of five seats in the last House, electing 11 members. One independent was successful.

The final party standing was reported as follows:

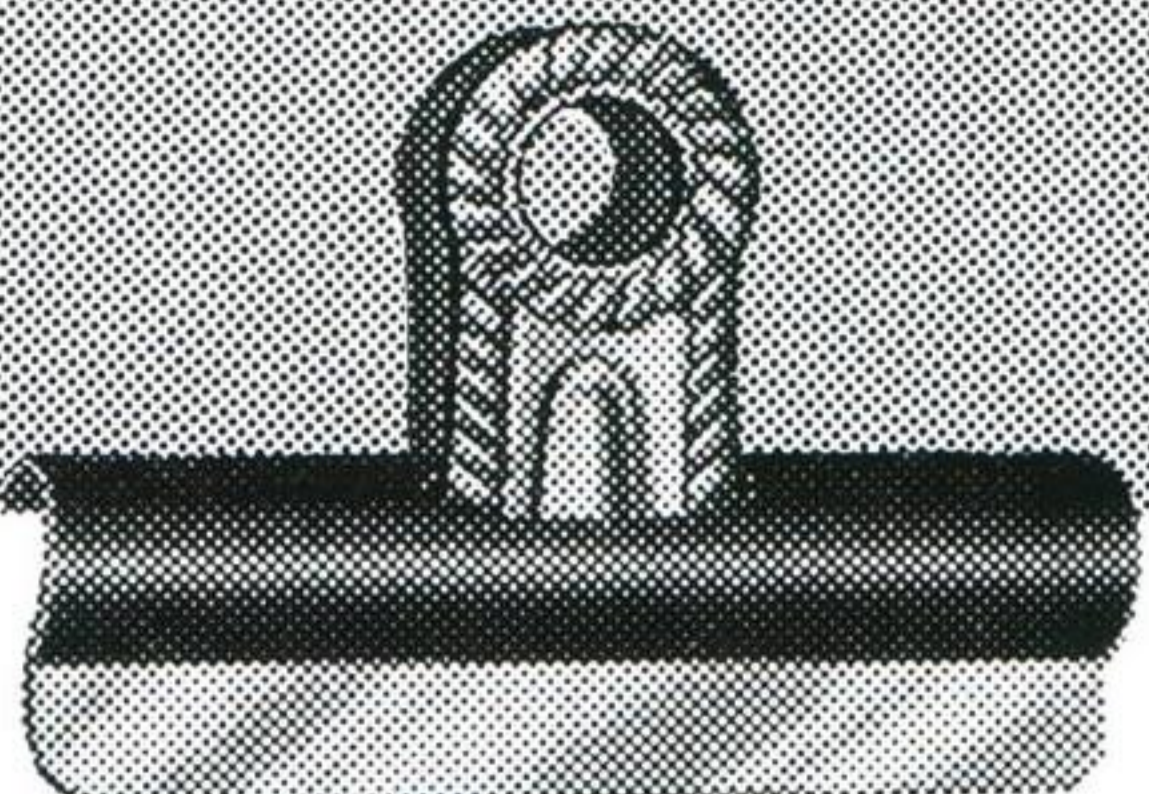
	1958	1953
Prog.-Cons.	26	12
Lib.-Prog.	19	32
CCF	11	5
Social Credit	0	2
Independent	1	4
Ind.-Cons.	0	1
Lab.-P.	0	1
Total	57	57

**Niagara Falls** — The new 153,000 dollar lighting system at Niagara Falls has been switched on for the first time, and there to see the falls lit up in a cloudburst of color were thousands of American and Canadian tourists. The switch was pulled by the chairman of the province of Ontario's Niagara Parks Commission, and by the Lieutenant-governor of New York State. Amber and green lights bathed the immense Canadian Horseshoe falls, while the American falls were splashed in pink. Later the colors were switched to red and blue and a combination of all five. The new lighting system was designed and built in Britain. It includes 20 lights and is twice as bright as the previous system, in use since 1925. Each of the 20 new lights has an intensity of 210 billion candlepower. Niagara Falls were first lit in 1860 when the Prince of Wales — later King Edward VII, visited there.

**Quebec** — The city of Quebec celebrates its three hundred and fiftieth anniversary this summer, and seven warships from four countries will visit the provincial capital to take part in the ceremonies.

**Crops** — Because of a lack of rain on the prairies, crop conditions have deteriorated over large parts of Saskatchewan and western Manitoba. Parliament has been told that it's a drought disaster. The bureau of statistics in Ottawa says in a seasonal crop survey, that rain is a particularly urgent need in southern and central Saskatchewan where crops are poor.

**Air Bases** — Reports from Ottawa say that the United States Strategic Air Command is planning to build four air bases in Canada. The bases are to be used by tanker planes, the planes that do the refuelling of bombers while they're in flight. The bombers will be those of the U.S. Strategic Air Command. The four new bases are to be built at a cost of some 50 million dollars. Much of this money will go into building new hangars to house the tankers, into runways and the storage facilities needed. Four sites are being mentioned in Ottawa for the American bases. They are: Frobisher Bay on Baffin Island in the Arctic; Fort Churchill in Manitoba; Cold Lake, the RCAF base in Alberta, and Namao, near Edmonton, also in Alberta.



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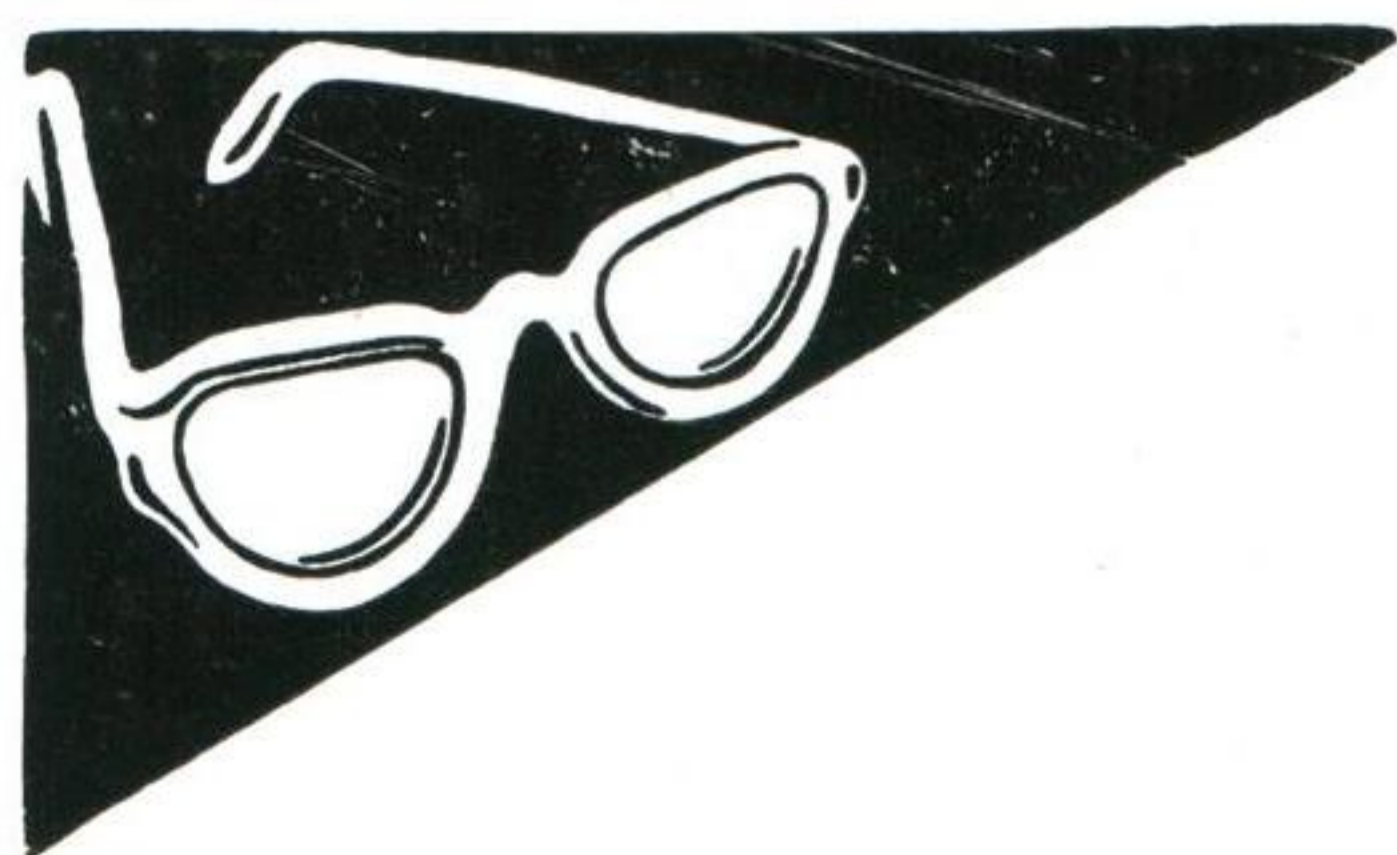
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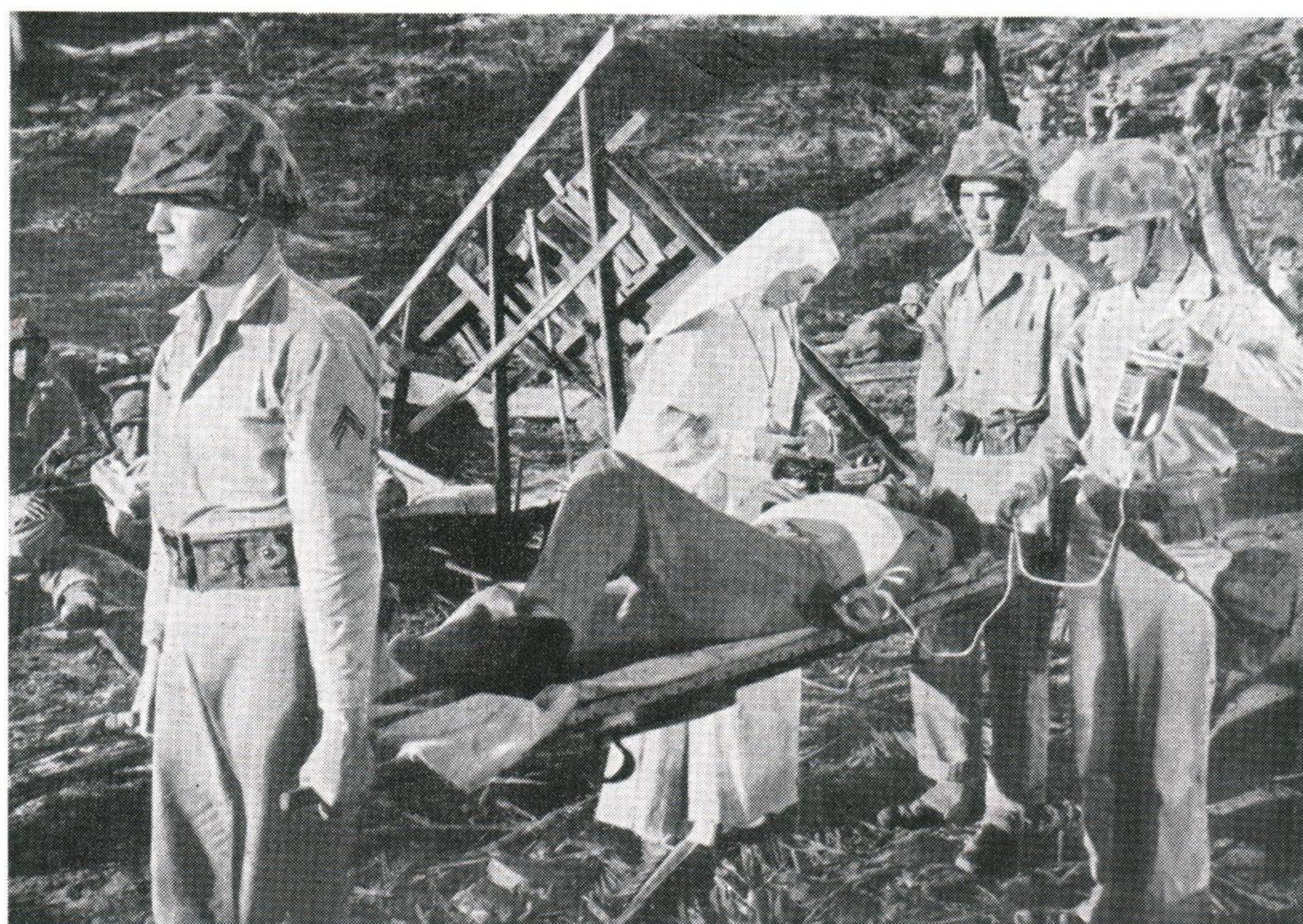
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**The "ASTRA" Cinema presents:**



## "Heaven Knows, Mr. Allison"

This month's cinema program offers the outstanding film for the year and in addition a very good film for the month. The outstanding film is "The Bridge on the River Kwai" which is a 'must' for everyone. The other good film is "Heaven Knows, Mr Allison" which also has a war-time Far East background. It is an exciting yet at times, amusing account of a marine and a nun who are thrown together on a remote Japanese menaced island during World War II.

### JULY ATTRACTIONS

Tues. 15th "SOMETHING OF VALUE" starring Rock Hudson, Dana Wynter & Sidney Poitier is a powerful, thought-provoking melodrama about tragic Mau Mau problems in Africa. It has authentic atmosphere and chilling highlights. ADULTS ONLY (X)

Wed. 16th & Thurs. 17th "HEAVEN KNOWS MR ALLISON" in Cinemascope & Technicolor is a melodrama starring Deborah Kerr & Robert Mitchum. It concerns a nun and a U.S.marine who are thrown together on a desert island during W.W.II but resist both the enemy and the devil. Powerfully acted, it is one mainly for adults. (U)

Fri. 18th "THE SURGEON'S KNIFE" starring Donald Houston, Adrienne Corri & Lyndon Brook is a medico melodrama dealing with an over-ambitious doctor who stoops to murder to achieve his end. A film for the mature person. (A)

Sun. 20th & Mon 21st. "THE SAFECRACKER" in Metro-scope stars Ray Milland, Barry Jones, & Jeanette Sterke and is a crime melodrama telling of a safe-breaker who redeems his past by grabbing a list of Nazi agents in occupied France. (U)

Tues. 22nd "THE TALL STRANGER" is a Cinemascope-De Luxe Color outdoor melodrama with Joel McRea, Virginia Mayo, & Barry Kelley as the stars and concerns a former U. S. Cavalryman's intervention in a struggle between a cattle baron and land-grabbers. (U)

Wed. 23rd & Thur. 24th "TEACHER'S PET" in Vistavision stars Clark Gable, Doris Day, & Gig Young, and is a comedy about a self-made newspaper editor who gets rapped on the knuckles while trying to take the mickey out of a comely college professor. (U)

Fri. 25th "6. 5 SPECIAL" is an up-to-the-minute musical with many talented guest stars and catchy tunes. Diane Todd, Lonnie Donegan, & Dickie Valentine are

the main stars in this delightfully happy musical story. (U)

Sat. 26th Children's Matinee "MY SON ALONE" starring Richard Dix & Jane Wyatt plus an interesting short "MONTE CARLO MAGIC".

Sun. 27th & Mon. 28th\* "BRIDGE ON THE RIVER KWAI" starring Alec Guinness, Jack Hawkins, & William Holden is in Cinemascope & Technicolor and is considered to be the outstanding picture of the year. It is a war melodrama, centering on a jungle prison camp, concerning a cranky English officer who builds a bridge for the Japanese and then sees it destroyed by the British and an American. (U) Please note special times of showings for this film.

Tues. 29th "A TALE OF TWO CITIES" with Dirk Bogarde, Dorothy Tutin, & Cecil Parker as the stars, is a large-scale costume melodrama adapted from Charles Dickens's classic. (U)

Wed. 30th & Thur. 31st "THE WAYWARD BUS" starring Jean Collins, Jayne Mansfield, & Dan Dailey is a Cinemascope romantic melodrama airing personal problems of passengers on a rickety, storm-threatened cross-country bus. (A)

Fri. 1st Aug. "BATTLE OF THE V. 1." with Patricia Medina, Michael Rennie, & David Knight as the stars, is a W.W.II. melodrama telling how courageous Polish patriots learned of Nazi V. 1. bomb experiments and tipped off the British. (A)

Showtimes = Sunday & Friday at 18-15 hrs & 20-45 hrs.  
Monday to Thursday at 20-00hrs only

Canadian Newsreels are shown on Sun/Mon of each week.

\* NOTE. Special times of screening for "Bridge on the River Kwai" are 18-00hrs and 21-00hrs on both Sunday & Monday nights.

**Your Flieger:**

**"GIRL OF THE MONTH"**



**MAUREEN SWANSON**

MAUREEN SWANSON, a jealous, seductive spitfire who marks down her man and means to hold him. That is beautiful Maureen's new role as 'Kate', a girl who lives against the background of the tough, lusty, thriving Australia of a century ago in Pinewood's "ROBBERY UNDER ARMS".



off the street. There are too many near misses between cars, buses and children running out from behind parked cars. One of these days, if this situation keeps on, we are bound to have a serious accident. Your Johnny or Mary could be involved so please co-operate to prevent this happening. Children have been playing with matches and setting fires. We had a fire started in the attic and chimney of a PMQ building last week, which could have been disastrous. Did you know that if your

child starts a fire on German property, that you and you alone are charged with the total cost of damages and you have no alternative but to pay. Ask someone who has had to pay recently and they will tell you that this can be expensive. Let's all take a little more interest in what our offsprings are up to.

Stadtmitte wishes to take this opportunity to say "Bon Voyage" to all our departing comrades and to say "Hello" to their replacements in PMQ's.

Pictured below is the newly elected Rhine Valley Park town council at 4 Fighter Wing RCAF Station Baden Soellingen, Germany.



From left to right standing: FS Yemmy Yemchuck, F/O Ian McCarthy, His Worship the Mayor F/O Fred Baker, S/L Don Thompson, F/O Gordie Lough, Mrs Kay Born, FS Ace Bailey.

Bottom row left to right: Cpl Arne Scarbo, Sgt Jerry Landry, Cpl Jim Cassidy, Sgt Al Baker and Cpl Reg Young, Missing from photo are F/L John Thomas and Cpl Andy Wilson.

#### BABIES REGISTERED IN MAY 1958

<u>BABY</u>	<u>FATHER</u>	<u>MOTHER</u>
15. 4. 58 RUSSELL, Richard, Laurence	211167 LAC Russell G. E.	Shirley, Ann
29. 4. 58 BRENTON, Robert, Bruce	207808 LAC Brenton V. C.	Barbara, Benita
1. 5. 58 WHELAN, Martin, Daniel	18036 LAC Whelan T. V.	Margaret, Marie
4. 5. 58 BUCKLAND, Russell, Bertram	44169 LAC Buckland R. B.	Peggy, Ann
6. 5. 58 MacHALE, Charleen, Elisa	214915 Cpl MacHale R. L.	Margaret, Rose
7. 5. 58 DODSON, John, Michael	212675 LAC Dodson B. R.	Evelyn
8. 5. 58 SAVOURY, Gary, Joseph	45439 Cpl Savoury C. M.	Brenda, Margaret
8. 5. 58 SLEIGH, Steven, Harold	231037 LAC Sleigh H. E.	Terrence, Verra
13. 5. 58 SCHERLING, Gary, Michael	16952 Cpl Scherling R. M.	Barbara, Lois
14. 5. 58 SANFORD, Keith, Graham	207274 Cpl Sanford K. G.	Vera, Aileen
15. 5. 58 JANOSIK, Michael, David	18471 Sgt Janosik R. M.	Lois, Faye
17. 5. 58 MANLEY, Bernard, Joseph	204742 F/O Manley B. J.	Barbara, Joan
18. 5. 58 BOAST, Theresa, Marie	47346 Cpl Boast J. R.	Rita, Vitaline
19. 5. 58 COUGHLIN, Brenda, Lee, Ann	33617 LAC Coughlin A. E.	Joan, Theresa
19. 5. 58 McDONALD, Dorothy, Jerril	40459 Cpl McDonald J. G.	Joan, Heline
20. 5. 58 EDWARDS, Elizabeth, Theresa	12677 LAC Edwards S. H.	Gabrielle
22. 5. 58 FOERSTER, Janice, Lynn	Mr. E. H. Foerster	Grace, Ethel
22. 5. 58 LAWSON, Sharon, Lynn	207584 Cpl Lawson T. L.	Anne, Loraine
24. 5. 58 DAVIS, Randall, Kevin	38054 Cpl Davis E. N.	Constance, Barbara
28. 5. 58 LEPAGE, Cheryl, Lynn	34296 LAC Lepage L. P.	Alva, Mae
31. 5. 58 ROGERS, Paul, David	224067 Cpl Rogers R.	Agnes

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# GLIDERS

by F/L G.H. Wilson

The late Governor General of Canada, John Buchan described an atheist as "a man without any invisible means of support". Even a glider uses an invisible means of support. But a glider is at the mercy of the air currents. It cannot rise above the level it is travelling unless it should have the help of an upward current. Even then, its uplift will be of short duration. It is destined to descend and gracefully, or with a jolt, it will come to earth. A glider has no means of propulsion. Too many are gliders in the skyways of life. They float hither and thither, happy when the currents carry them onward, frustrated when the currents let them down. Their only moments of real security are when they are attached to a craft capable of towing them, and still maintaining its own flight.

There is nothing really harmful about gliding. There is likewise nothing really purposeful in it. A glider uses the "invisible means of support", but it is not prepared to allow the "invisible means of support" to use it. It is not equipped to draw from "the invisible" the supplies necessary for propelled flight. Below are fields awaiting earnest toil. Above are new heights to be scaled. On either side are the victims of adverse winds and storms needing help. But the "glider" glides above, or underneath, or through the challenges to service, and is happiest when it keeps from "getting involved". The "glider" does not realize that his own flight was made possible through some-one else's effort. He does not seem to care that he is using the advantages someone else has obtained for him. He does not look ahead to interpret his place in the future. Neither does he look behind to note the kind of contribution he is leaving for those who come behind him.

Perhaps we have not lived enough as yet with a highly mechanized age, in order to have realized its hazards. We are not resourceful enough. We are not expendable enough. We don't want to be propelled. We'd rather glide.

"Ours is a cutflower civilisation" says the noted Quaker leader Elton Trueblood, "Beautiful as cut flowers may be and regardless of how much we may wish to keep them, they eventually wither and die because they have been severed from the sustaining roots."

Too many do not want to be rooted. They want to be free to float with the currents. They are quite willing to cash in on the deposits laid up by their forefathers, never concerning themselves about those who come after them. Too many do not want to be tied down, forgetting that He through whom all things were created, visible and invisible, was nailed down to a Cross for us all. Are you a "glider", or a "propeller"? God seeks our maturity . . . "that we henceforth be no more children, tossed to and fro, and carried about with every wind of doctrine . . . But speaking the truth in love, may grow up into Him in all things."

St. Paul. Ephesians 4 : 14, 15



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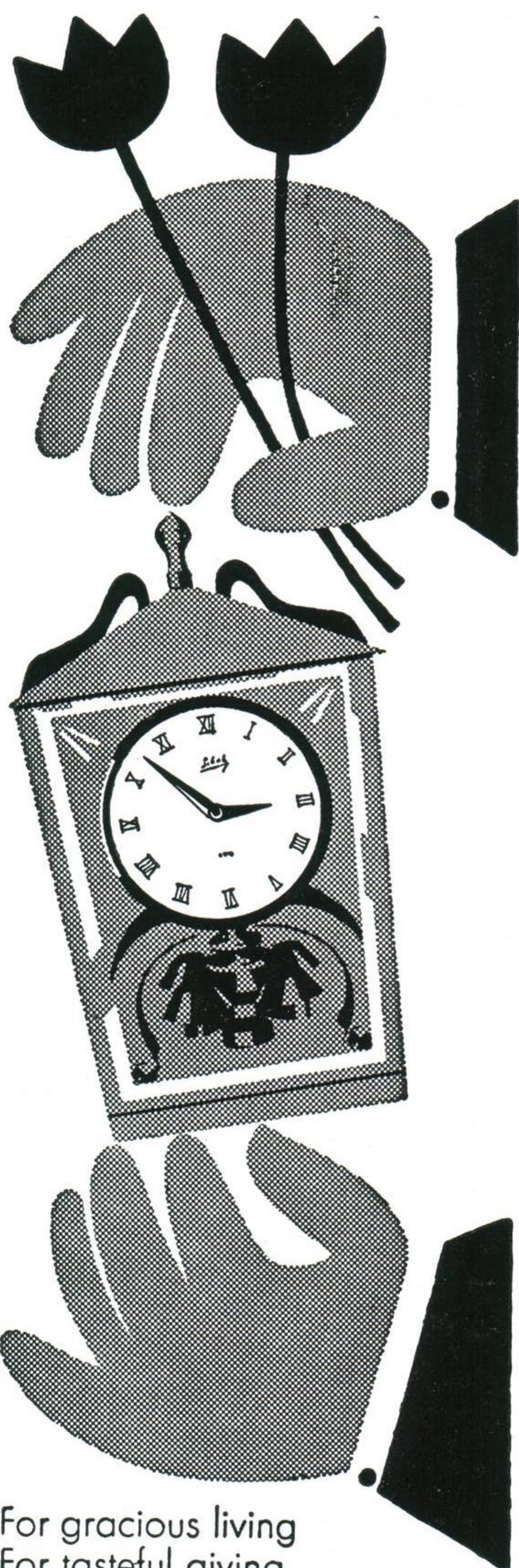
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# Sports and RECREATION

## FASTBALL ACTIVITIES

### STATION TEAMS

**WOMEN:** The women's team is entered in the Air Division League and is currently in second place. Exhibition games have been played with American teams. So far the team has yet to lose a game in this series. The team is captained by LAW Lena Weston while LAW Marlene Ecklin hustles the equipment. Credit for such a good showing goes to LAC Al McKenny, our coach, who spends a great deal of his time coaching and arranging games. More games are in the offing so watch for the posters, DRO's and Recreation bulletin, advertising the games . . .

**MEN:** The team this year is entered in two leagues, the Air Division League and a company-level league comprising units of the US Army in the Karlsruhe area. At the completion of the regular schedule in the Karlsruhe league, the team ended up in a tie for first place, with a won 9 and lost 2 record. In the Air Division League, the team have won 2 and lost 2, good for third place in the league standings. The locals have a well balanced club, with an exceptionally strong mound staff, good solid hitting and adequate fielding. The team is coached by LAC Carl Jory and managed by F/O Paproski.

### INTERSECTION LEAGUES

**"A" LEAGUE:** At press time, last year's winners, Headquarters, are tied for first place, with W/Maint. Maintenance have an improved club, with LAC Norm Haney on the mound, one of the better pitchers in the league. The Headquarters team have also improved defensively, but do not have the power hitters they had last year. The other 4 teams have also improved their calibre of play, but as yet have not come up with a pitcher in the same class as Jones of HQ, and Haney of W/Maint, which of course makes the difference when the chips are down . . .

#### STANDINGS

	Won	Lost	Points
W/Maint	5	0	10
HQ	5	2	10
422 Sqn	2	4	4
Telecom	2	4	4
419 Sqn	2	4	4
444 Sqn	1	2	2

**"B" LEAGUE:** This league has expanded this year, with the addition of 3 more teams, making a 9 team league. The new teams are 601 Relay, Wing Armament and a second team from Headquarters (consisting of personnel from Training Flight, the Met section, Tower and GCA) The league is very well balanced, as only two points separate the top 6 teams.

#### STANDINGS

	Won	Lost	Points
HQ2	3	1	6
W/Main	3	1	6
Air Services	2	0	4
422 Sqn	2	2	4
Arm	2	2	4
419 Sqn	2	3	4
ME	1	2	2
444 Sqn	1	3	2
601 Relay	0	2	0

### GENERAL NOTES

The umpire's school was quite a success this year, with no less than 12 graduates. This has greatly eased the officiating problems, such as we encountered last year. Some of the boys have a way to go before they become competent umpires, but they are improving as the summer progresses — lots of work and experience is all that is needed — Baseball is also in full swing. The team is coached by FS Neilson and managed by WO1 Yates.

Plans for a golf driving range are in the making, and should they materialize operation is expected by mid July. The location planned is that area bounded by the taxi strip, Motor Club, tennis courts and tower. Plans also include a putting green but nothing definite has been planned other than it will be close to the proposed driving range.

The tent service provided by the Recreation Center is no longer in operation as the tents and bags are u/s and replacements have not yet been procured.

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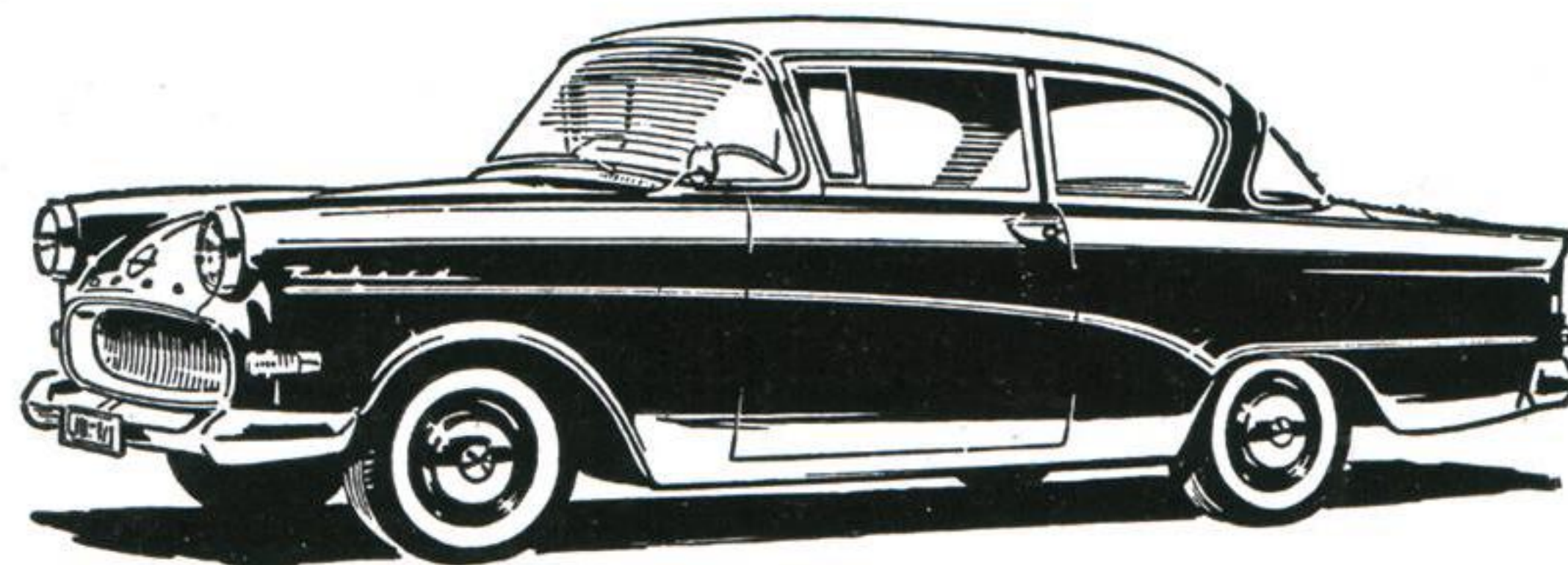
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# Touring our Flugplatz



**419**



**SQN**

by F/O Bill Graham

This past month has been comparatively quiet with the spring parties over and everyone settling down to the summer activities. The only do worth noting was that held in Baden; the Miss Germany contest. Our young single men are still trying to re focus their eyes.

We welcome back from Canada Flying Officers Eichel, Chmelyk, Francis and Cameron and look forward to Sardinia to assess what they learned from the Weapons School. The latter two chaps were a last minute replacement for F/O Froom and F/O Howard. Also back to the squadron is F/O Barry Armstrong who was fortunate enough to get to the Bisley Shoot trials in England.

There is an amendment to last month's article in that F/L Wuorinen and F/O Thomas will not be heading home until December now. Keep tuned-in for later changes.

Off to Weisbaden this month for a refresher course were Chopstick 1 W/C MacBride and F/L Tulloch with F/O Alexander our summer visitor and Peter Kirwan the Avro Tech. Possibly Peter will see what it is like flying a Canuck now.

We are looking forward to the coming crop of creepers, all due by stork around September when we will be down South. They total six in number and will keep most of the wives busy as I find it takes three or four per child those first three weeks.

The following issue will bring to an end our personality sketches and your reporter is at a loss on how to keep the articles their present length. Any suggestions will be gladly welcomed. Until next month watch the sunburns and enjoy the rain.

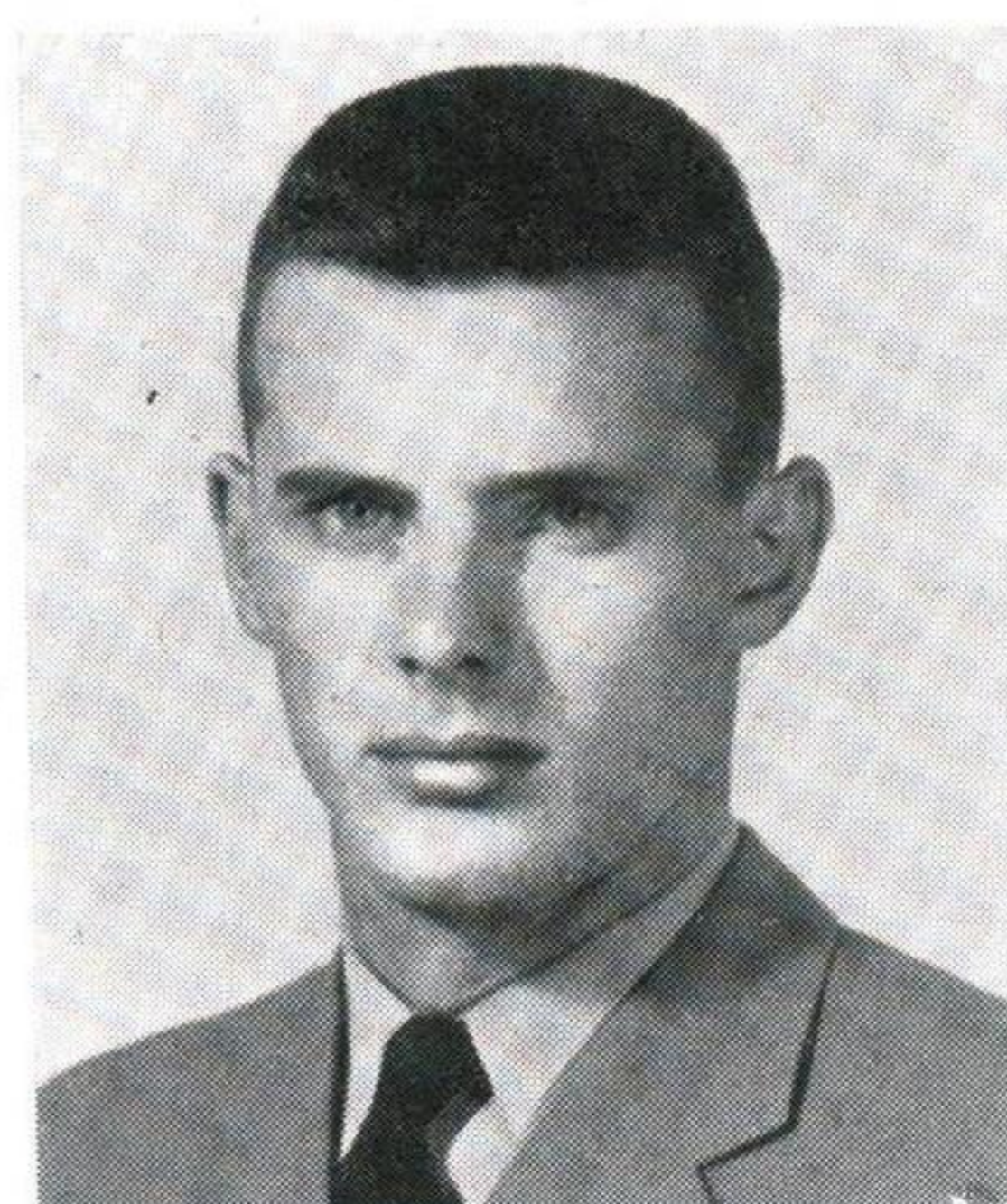
## CHOPSTICK — 13

F/O W. E. "Ike" Eichel was born in Indian Head, Sask, on the 24 Feb 37. He received his education there, and in 1954 decided the RCAF was the life for him. FTS training was completed at Moose Jaw followed by AFS at Gimli. On completion of training at Gimli he was posted to the OTU at Cold Lake and hence to 433 Sqn at North Bay. In May 1957 he found himself in the company of the "Moose Men" and proceeded overseas in Aug of the same year. In Apr of this year he married Miss Eleanor Thomson, one of the pretty nursing sisters of 4 Wing.

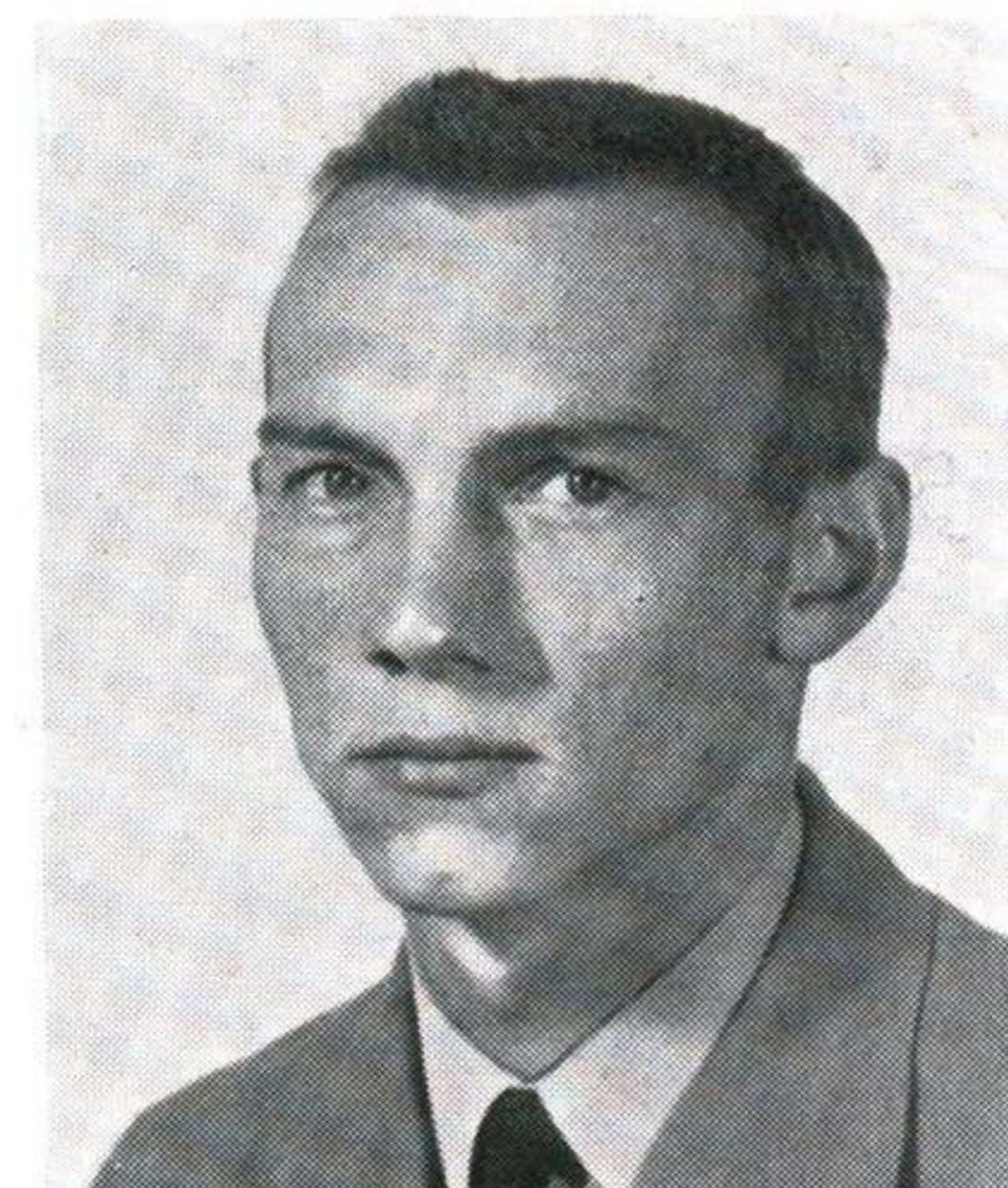
## Chopstick — 13½

F/O "Chick" Chmelyk saw first light in Mundare Alta., on 10 Jan 35. He finished his high school education in Edmonton and joined the Air Force in Sep of the same year. On graduation from the AI school at Winnipeg he

went to Cold Lake and thence to 433 Sqn North Bay. In Jul 56, he returned to Cold Lake to crew up again, his first pilot having left the force. He returned to the Bay and remained with 433 until May of 57 when he and Ike joined the "Moose". He is married and lives with his wife Joan in Baden-Baden.



F/O Eichel



F/O Chmelyk

## CHOPSTICK — 15

F/O "Moe" Massart was born and educated in Winnipeg. He joined the Air Force in 1951 went through the normal channels at Gimli and MacDonald and ended up in Moose Jaw instructing. From there he went on staff at Winnipeg for a year. In 1955 he began his jet training, and joined the squadron in September. He is married, living in Iffezheim, and has one son "Moe Jr" and another child on the way.



F/O Massart

## CHOPSTICK — 18

F/O EA Mills was born in Nelson, B.C. on 7 Apr 35. Moved to North Burnaby in 1938 where he took his schooling, graduating from Burnaby North High School in 1952. After working as a Warehouseman for a Wholesale Drug Company in Vancouver, he joined the RCAF in Sep 54, and received training at Centralia, Moose Jaw, Gimli, MacDonald, and the OTU at Cold Lake. He was stationed at North Bay with 433 Squadron for a year before coming to 419 in August 57. He was married Mar 22nd of this year in Huntsville Ontario.

## CHOPSTICK — 18½

F/O W.S. "Good Ole Willie" Neilson was born in Windsor Ont. in 1931. (Talk about depressing things happening in the depression) After finishing school in Windsor he joined up and trained in Winnipeg ending

up at 103 Search and Rescue Unit Greenwood. In Sept of 55 he began the Canuck mill and after miraculously passing, joined 433 Sqn in May of 57. He and Ted became a spare crew for random and came overseas, leaving the same day as they were transferred to 414 Sqn. On reaching here they were officially transferred to us to replace the crew lost coming over. This however was back dated to the day of leaving, i. e. 1st May. So he belonged to 414 Sqn only a few hours. He is another member of the bachelors' club but maintains he will marry the first time a girl proposes to him.



F/O Mills



F/O Neilson

### Dispersal Digest

by Cpl. Jim McGovern

As we take pen in hand this month, one can peer across the servicing office between the stacks of canopy S.I's. and out into Mother Nature's glorious atmosphere shrouded in liquid sunshine. In the nearby fields the shepherds are tending their sheep, and in Baden-Baden, Adams, Gardner, Oland and Bezushko are tending their frauleins. Sturgeon Falls was never like this!

In case you wish to brush up on 4 Wing dress regulations, see John Cottingham who can quote them word for word. He quoted them to Bob Nason who even wears a white shirt and tie and pressed suit to lie down for a nap (at 4 in the afternoon?)

If you're driving around Schwarzach way and, for some reason or other happen to drive your car into a ditch, Gerry Hansen can introduce you to a farmer and a team of horses who can pull you out for a nominal fee.

Sgt Walton has graduated with honours from Mrs. Bauert's German language classes. Don't be surprised if he's elected mayor of Gaggenau sometime in the near future.

Somebody sure had a ball with a can of yellow paint and a brush here lately. All kinds of designs and numbers were painted on the concrete. And just as soon as it was finished, a bunch of people went and parked their cars all over the whole shebang so you can't see it anymore.

Local police officers are looking for a midget car stolen from one of the local carnivals. Perhaps they should investigate Cpl. Arneil.

That chubby chap with the black Ford who joined the ranks of the servicing clan recently is Sgt. Owen of Systems.

Bob Sleigh has given up the brush cut and is allowing his curly locks to bloom forth once again since he realized that his young son had more hair than his dad.

FS DeVerteuil and Sgt MacLennan have the custody of their respective vehicles once more, complete with keys.

Willie Holland is enjoying his last few days as a single man and will soon join the married brethren.

Out of news again, so until August — Auf Wiedersehen.

### 419 Maintenance

by Roy Peever

According to the calendar summer is here, but at the time of this writing one can't be sure. It is hard to tell whether to wear a raincoat, a fur coat or a pair of Bermuda shorts.

The railways of Germany change their schedules twice yearly. When these changes occur, the different branches, station agents and conductors do not seem to be aware of the change at the same time. FS. Bailey has a first hand account of the amount of confusion such a predicament can bring about. Between Bonn and Baden-Oos he was shifted three times with the agent and conductor in each case having a different time table to go by. At one point of change even the other passengers got into the act and nearly presented the conductor with a clout on the ear. In spite of the many mix-ups, some eighteen hours and four gallons of coffee later, our illustrious Flight Sergeant landed home. He has estimated that in another two hours over this train time he could have made the journey on foot.

We wish to offer congratulations to the squadron members who passed the last trade board. We hear that there may be some GD's out of the deal though. Also the best of luck to those Sr. NCOs who wrote their Group Four.

For the past two months the Electrical Section has tried to interest Tony Villeneuve in flipping coins for the coffee run at break periods. He finally consented to try his luck, and has made the last six or seven runs without a murmur. Some foul fellow must be using a double-headed coin. Al Zink is taking orders for his home-built boats. The only trouble is that his working area in Hugelshheim limits the size of boats he can build to anything under 100 tons.

Cpl. Rogers' wife has presented him with a son, and we find him doing a double shift of floor walking. One at the hangar and another at home during the wee hours of the morning.

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Here in the hangar we have a noon-hour bridge club which could sure use a few tips from Mr Hoyle. One reason is the game during which Cpl Seminiuk put his partner, LAC Patenaude, into five diamonds while the opponents' hands held the Ace, King, Queen and two little diamonds, Hmmm.

Cpl. Tiller has hired a first class detective to hunt down the culprit who made off with the manual for his car. It is now in several piles of pieces, and there is no hope of assembling these without said manuscript.

Cpl Lacroix discovered an interesting doodle lying around the section recently and was all set to forward same to Roger Price when Sam Lambert came forward to identify it. It seems it was his version of a plan to be submitted to the C. E. Section for the installation of new lighting in the Electrical Section. Some have talent and some don't, that's all.

Another new modification has arrived into the hands of our under-paid fitters recently. It involves the painting of fire lanes and such around the perimeter of our hangar floor. I imagine it will be followed by a 2J by Sgt McEvoy in the near future.

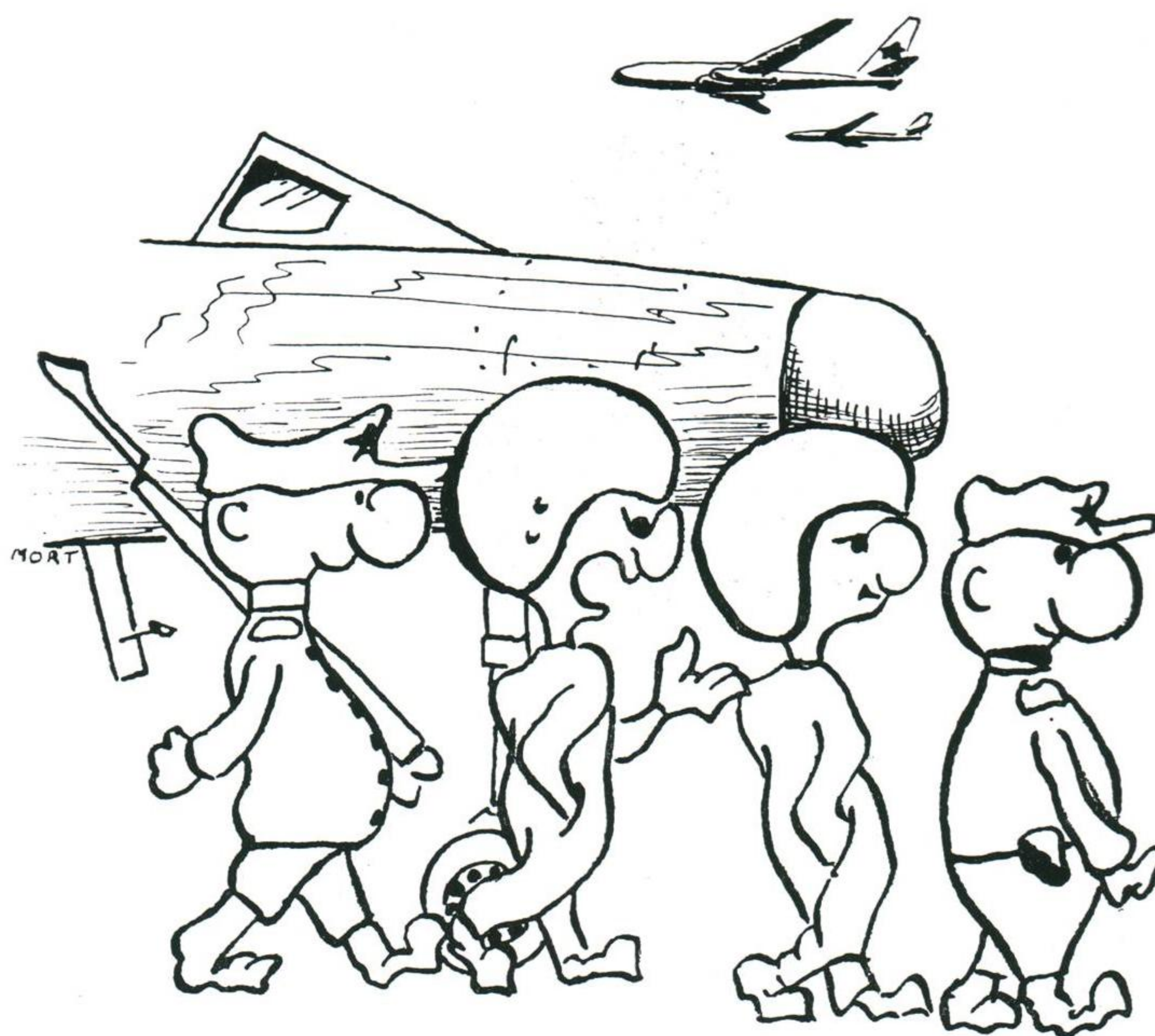
Sgt. Williams has been delivered to Sardinia via his motorbike. It seems the only way he could have the monster there with him was to ride it there, so he gathered together all his courage and away he went.

A few changes have been made in the Hangar personnel. We have Sgt Owens, Cpl Coulson and LAC Ringrose transferred to the Dispersal, and Cpl Fisher, Cpl Hunter and LAC LeBlanc up here as their respective replacements in the Systems, Instrument and Armament sections.

LAC MacDonald wishes to make public the announcement that he is no longer running a private tool crib. All those fitters who have been using his tool box as such are to avail themselves of the Squadron Tool Crib or better still, buy their own tools.

According to LAC Beseau the ball team is in an awful state, and he suggests a few items of improvement. The first and main item is a better turn-out of players for the games. The second is a little more support from the other squadron personnel as cheering spectators. Both will help our efforts to defeat our neighbours at something besides A/C serviceability.

A party was held at the Schwan in Hugelsheim as a farewell token to three of our squadron members: Sgt. Williams, Cpl Bedard (going to Cold Lake), and Cpl Nickerson. Cigarette lighters were presented to the trio by Mr. Kirwan, our AVRO Technical Representative. Everyone had a good time as is always the case at 419 stags, and a queer twist was added with the fact that the three guests of honour are tee-totalers.



WHY NOT JUST FLY THE \*? !x? AIRCRAFT ?

**United Nations** — In Ottawa, the Minister of External Affairs, Sidney Smith, said that ten Canadian officers would be on their way soon to Lebanon to join the new United Nations observation group there. Mr. Smith said that one Canadian officer was among the 15 observers now in the area. Ten others would be sent as quickly as possible. The job of the observation team is to report on the situation in Lebanon, wracked for nearly two months by internal disorders. They would also see to it that no arms were smuggled into Lebanon. The force was set up as the result of a Swedish proposal during debate on Lebanon's charge that the United Arab Republic of Syria and Egypt was guilty of massive interference in her internal affairs. Commenting on the situation, the External Affairs Minister called it extremely delicate, and said that the success or failure of the U.N. mission was of immediate significance for Lebanon's security, and the peace of the entire area. It was also a crucial test of the United Nations' ability to deal effectively and rapidly with a situation which could lead, the minister said, to war.

**Visit** — President Eisenhower was slated to spend four days in Ottawa, from 8 July to 11 July. His last visit to the Canadian capital was in the fall of 1953.

**Eskimos** — A plane of the Royal Canadian Air Force has reached the area where a band of 40 Eskimos were reported near death from hunger. The area is 155 miles north of the Arctic circle and the plight of the Eskimos became known when two of them managed to reach a government outpost, which radioed to Winnipeg, Manitoba, for help. A plane carrying food and medical supplies, a male nurse and an officer of the department of northern affairs was immediately despatched from Churchill, on the Manitoba shore of Hudson Bay. Canadian Air Force planes are to check all Eskimo camps in the region to make sure of their condition. The disappearance this year of Caribou herds which supply Eskimos with food and clothing is blamed for their plight.

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**422**

**Sqn**

by F/O Wm. J. McArthur

Once again the time has come for 422 to go to press.

Commencing this month we hope to present a wider and more varied approach to the "422 Story". One expansion which I am sure will be welcomed by all is the inclusion of a groundcrew section. If this month's edition is a true sample I feel certain we can look forward to a deal of pleasant reading from the pen of Cpl Mitchell.

June has been a month of some consequence for several of our aircrew and engineering officers and congratulations are extended to Flying Officers Henry Herbin, Lough and Tuele on their promotion to Flight Lieutenant. Flying Officer John Taylor is also to be congratulated for having obtained a Permanent Commission.

On the less fortunate side of events this month are F/L John Thomas and F/O Peter Howe, both of whom have been on the sick list, John with pneumonia and Pete with a split lip sustained while playing softball. It has been noted, however, that John Thomas is still a pretty hard man to beat at golf.

A squadron mess dinner was held on Thursday the 19th, ostensibly to say "farewell" S/L Gagnon and F/O Jacobs. This function was quite a success and I'm sure many will remember "Newf's" words for an even longer time than it took to say them.

June 29th saw 422 squadron in the news again, for together with four of the big square things from down the road, we ably represented Canada at the Brussels World's Fair.

A startling news brief came to hand recently, announcing that a former member of 422 and certainly one of its best-known personalities, has become engaged. To Miss Margaret O'Reilly and F/O John T. Price go our warmest congratulations.

Toward the end of the month we were fortunate in having S/L Murray arrive at 4 Fighter Wing together with his wife and family. We regret that his stay was so short but look forward to having him back with us in the very near future.

In conclusion may I say that we all extend best wishes to our sister squadron in Sardinia. It is our hope, 444, that you will arrive home carrying the bacon.

**S/L Gagnon**

A native of the fair city of Montreal, S/L Gagnon joined the air force in 1942. For the remainder of the war, he served with the Canadian forces, both at home and in the United Kingdom.



Shortly after the end of hostilities he was demobilized, but the attraction of service life was too great for him, and in 1948 he rejoined the service. His first posting was to Trenton, where he remained for three years as an instructor. This was followed by a three-year period on the staff of the College Militaire Royal. Many of the present junior officers of all three services will remember the then F/L Gagnon from this phase of their careers. S/L Gagnon was next sent upon the "Sabre way of life" and after undergoing the normal training reached 422 Squadron in August, 1956.

Since then, S/L Gagnon has become a prominent and highly-popular member of the squadron, having assumed during the latter portion of his tour the position of Deputy Officer Commanding. Thus, it was with a most genuine feeling of comradeship and goodwill that news was received in January of this year, that "Danny" had



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been promoted to the rank of Squadron Leader. This was followed by a transfer to Air Division and a job as Aide de Camp to the Officer Commanding.

Now the time to move on has come, and the members of 422 Squadron extend a sincere chorus of best wishes and good luck to S/L Danny Gagnon and his wife in their new home.

#### F/O H. Jacobs

F/O Jacobs was born in St. Johns, Newfoundland, on December 3rd, 1935. His early youth was spent playing hookey from the Prince of Wales College and later the Memorial University of Newfoundland.

In July of 1953, "Newf" joined the air force and commenced the London-Centralia-Gimli routine which, when completed, saw him with a commission and a set of pilot's wings. After a trip to RCAF McDonald for gunnery and Edmonton for Survival F/O Jacobs proceeded to RCAF Chatham in December, 1954 for the Sabre Conversion Course. A successful graduation from there was followed by a transfer to 4 Fighter Wing and 422 Squadron.

Since arriving at 422 "Newf" has flown 850 Sabre hours and 150 "T-Bird" hours, most of the latter having been done during his tour at Training Flight. Throughout his stay, F/O Jacobs participated in many squadron activities. He played hockey and softball for the squadron and also acted for some time in the capacity of Squadron PRO.

Now "Newf" has gone back to the land of fifty-cent gas, J.T. Price and Mark V Sabres. Before memories are dimmed, we of 422 wish to express to "Newfie" and Joyce our sorrow at their departure. Their unlimited humour and hospitality will long be remembered by the squadron personnel.

#### Tomahawk Wives' Talk

by Pamela McArthur

Last of this season's regular 422 Officers' wives' coffee parties was held at the home of Mrs. Betty Ross on the morning of June 18th, where the most popular topic of conversation was annual leave. Spain seems to be the choice of many families this summer and no doubt there will be more than one slide or fifty foot reel starring the colourful "toreros" and the hapless bulls, although the Brussels' World' Fair should attract quite a few vacationers too.

Departures of Mrs. Helen Gagnon to Metz, and Mrs. Joyce Jacobs to Newfoundland on disembarkation leave, left feelings of regret mixed with feelings of nostalgia for home. The arrival of Mrs. Helen Murray, however, gave

us all a chance to catch up on the latest in the Canadian scene, at a party given in her honour by Mrs. May Stelter on June 26th. We hope Mrs. Murray enjoys her European tour and the 422 coffee parties.

Two of our "grass widows", Mrs. Mary Ellis and Mrs. Cindy Russell, are, at time of going to press, deliriously rejoicing to have a man around the house again. On the other hand, two of the husbands must be glad to have their wives back from the hospital. We refer to the unfortunate illnesses of Mrs. Mary Apperley and Mrs. Jan Wittich. Glad to see you up and around again.

#### Groundcrew

by Cpl Mitchell

After an overly long leave of absence from "Der Flieger" it's about time we groundcrew of the Zulu Squadron made our reappearance, otherwise innocent people not "in the know" might get the impression that Triple Four is the only squadron at 4 Wing representing Canada's Front Line Defence, coupled of course with 419's contribution (Weather Permitting). However such is not the case, and to prove that we are very much here, one need only ask "Who's on Zulu?". Well, now that our presence here has been indisputably established let's proceed to the social side of life.

At the Inter-Section Bowling Banquet held at Kuppenheim on the 13th June, 422's working types were well represented and rewarded for their season's efforts with Sgt Don Groves carrying home the trophy for the season's High Single, and the members of the "Odds and Sods" taking the trophies for the top team in "B" League. The members of that team are: FS Grandma White (Herb that is), Sgts Don Groves & Pat Gray, Cpls Dick Gaff, Gerry Hagans, Bob Mitchell and LACs Brian Willoughby and Rolly Dinney.

A special vote of thanks goes to Pat Gray for his untiring efforts in organizing and producing a much enjoyed banquet. Thanks, Pat, and congratulations to all you winners. Guess we'll have to have another Shindig soon to discover more hidden talent in the squadron. The talent I'm referring to is that of our Singing Troubador Ron Wesley. Nice baritone there Ron. I'd join you sometime in a duet but I think there might be too much opposition, although the boys say they don't mind if I sing while we're flying in a Bristol. Wonder why that is?

June seems to be the month for transfers both in and out of the squadrons and so to all new members of the Tomahawk Tribe we extend Hearty Greetings; hurry-up and get your coveralls on and may you enjoy many Bier Fests and Schnitzels. Sgt Nelson in the Radio Section is one of the new faces I've seen and we also have LAC

*When in doubt - drink draught Beer its fresher!*



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BREWERS OF THE FAMOUS "FAVORIT BEER"

Schwan from W/Maint to convert to squadron use in our instrument section. In case I've missed anyone, once again, Welcome.

To those of you who are leaving us to reclaim their Canadian Citizenship "Auf Wiedersehn und Gut Gluck".

Speaking of transfers invariably brings up the subject of an obscure-meaning form known as the Preference Posting Form. You readers undoubtedly the same as I have heard the name of this innocent seeming piece of paper being bandied about from Coast to Coast and continent to continent and again with little doubt you probably have your own views regarding it, at any rate. Just for interest's sake, the following is 422's outcome for a recent period in regards to transfers, visualized and realized:

<u>Name</u>	<u>Visualized</u>	<u>Realized</u>
Cpl Berndt	Comox	Chatham
LAC Holmes	Ontario	Cold Lake
Sgt Martin	Cold Lake	Cold Lake
LAC Ward	Greenwood	Greenwood
Cpl Daigle J. A.	Greenwood	Greenwood
Cpl Porter	Greenwood	Greenwood
LAC LeBel	Chatham	Cold Lake
LAC Stewart	Sea Island	Chatham
Cpl Cote	Chatham	St Hubert
LAC Gaudet	Halifax	Greenwood
Cpl Dubrule	426 Sqn	St Hubert

Could be better or could be worse. Well, talk it up boys. Whatta you think? By the time that this is in print, LAC Strachura will be on his way to Saskatoon. Good Luck, Karl.

Congratulations are extended to the following prolific members of 422.

- LAC and Mrs Dinney — a boy — no. 4 of that species
- LAC and Mrs Fame — a girl — 1st child
- LAC and Mrs McLennan — a girl — 1 of each

May they be healthy and happy and off the two o'clock bottle soon.

I was down to the hangar the other day trying to dig up some gossip for this column, but the boys hardly had time to talk to me now that they are looking after the maintenance of two squadrons of Sabres, or was that just temporary fellows? At any rate they did take enough time away from their work to tell me they'd discovered the answer as to why only 444 members and their dependents were allowed in the Triple Four dispersal area on Family Day.

By the way, is there any truth to the rumour that a Mercedes has trouble getting through the Main Gate?

422's ball teams are literally "in there pitching" this year with the "A" league team in 3rd spot and the "B" league team tied for top spot with Headquarters. Although it may not be known, there is lots of space for fans to sit and enjoy the games, so get out with us folks and cheer your teams to victory.

I hear that Sgt Brisebois is returning to the fold quite shortly after a two months holiday in Landstuhl with a rather large collection of tea bags and a few extra pounds of beef on his frame. Glad to see you back again Breezy and wish you a speedy convalescence. What's the score on those tea bags anyway?

Congratulations to all those fellows who are buying the brews as a result of the last Trade Board. I'll have a Coke if it's all the same to you.

Freddie Jensen now has a permanent baby sitter newly arrived from Canada. I wonder does that give a man more free time in the evenings or does it tend to keep him home more? Well, what's the answer Freddie are mothers-in-law a good thing?

Before closing, a word to the wise is sufficient. I'm referring to the word that 419 put in our last edition of the Flieger regarding Stuttgart. It's a wonderful privilege, let's not spoil it. Courtesy goes a long way.





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**Groundcrew News**  
by Cpl Bill Heslop

In order to meet the end-month deadline, this month's write-up of your "favourite" squadron's happenings was created while in Sardinia. I will go into detail later on regarding the humorous episodes which befell my fellow workers, but first I'd like to enlighten those of you on a few particulars of our "home away from home" (Ha!) so as to make the picture clearer.

Our little travelogue begins on a small Italian Air Force station in southern Sardinia near the capital city of Cagliari. Outside of the usual shiftwork which we engaged in, the recreational facilities at our disposal consisted of the messes where "bending the elbow" was the most relaxing sport of all. There is also a horseshoe pit, two ping-pong tables, a pool table, up-to-date movies three times a week and a bus laid on twice a day to take the boys downtown to Cagliari and its white-sand beaches. At the time we were leaving they were in the process of making a volleyball and badminton court located between the barracks and the airmen's wet canteen. The surrounding countryside is quite barren in spots and the parched earth looks rather pitiful in comparison to the rich soil one finds around the 4 Wing area. Continuing northward, however, the land becomes more workable and the harvests are said to be very bountiful. Cactus plants grow in great abundance and their sole usefulness is that they are the only noticeable fences with which to divide the land. Palm, orange and olive trees also add to the many strange sights that are to be seen. One of the oddest, however, are the many caves located in the rocky hills on the outskirts of Cagliari where the cast-offs or undesirables of the city live.

So much for that! Now on to the squadron happenings. Due to the above mentioned shiftwork, our column this issue is divided entirely into "A" and "B" shifts which takes in the whole squadron.

**"A" shift** — During a recent "do" in the canteen LAC's Frank "Chubby" McNeil and Rex Young entertained the boys with a take-off on the original "Nova-Scotia stomp". LAC's Wheeler and "Shorty" Turiff proved able accompanists on the mouth organ and piano respectively. Who was the guy who hocked his false tooth for a bottle of Vino ...? Speaking of Nova Scotia a minute ago, reminds me of lobsters which in turn reminds me of Cpl "Sandy" Sanderson and LAC "Big Jack" Bohan. They were pretty red at one time during our sojourn but all's well that ends well. They proved they were quite capable of taking care of their sunburn without being "babied" and thus came home with beautiful tans.

LAC LS MacDonald kept the boys hopping with his "cap gun". Cpl Norm (Radar u/s) Weston got quite a ragging from the boys about his trade. Word reaches me that three notorious types, namely LAC's Lebland, Boulerice and Martin came home from "Deci" in quite a hurry one night. Seems one of the inhabitants didn't enjoy their little joke regarding "explosives" so he pulled off a "Roger Bannister" and chased'em home. LAC "Mel" Jackson kept the boys going with his usual shenanigans. I hear they nearly left LAC Leo "Grand-Ole Opry" Fortin behind'cause he was mistaken for one of the local natives and sent to work on the partially constructed PMQ's there. It is said that Sgt "Pat" Patrick was really shedding the tears because he'll be going home soon and won't have the privilege of coming to Sardinia again. Cpl Tom "Hey Joe" Lawson really got a kick out of how the people here earn a living. Wonder how some of the wives like the sack dresses their hubbies brought home with them? LAC Griffin must have cut ten cords of wood with all his snoring.

**"B" shift** — Cpl "Rod" Allen, our new "air to ground missile" requires just seven more jumps like the one he completed from the top bunk while asleep, and he'll get his wings. Give Cpl "Jim" Cassidy two water basins and he could make any room into a shower room. Cpls Vincent and Addis logged more sacktime than the two shifts put together. Can you picture it? LAC "Dinger" Bell wearing a Bikini. LAC "Larry" Hearn says that from his observations, he thinks all the Italian girls are cazas, — or squares. (He was only looking, Saddle!) LAC's Stoner and McLeod really had a ball with their snorkel outfits. They say the coral was really a sight to see. LAC Jim Naso's beak is so large that being in the top bunk, he's the only guy able to put up a mosquito net by

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using his nose as a tent pole. If anyone finds a pair of sunglasses please notify LAC "Don" O'Toole, seems he lost a very valuable pair. LAC Ron (hey taxi) Riske and LAC "John" Speedie should be driving around in new cars by this time. When is LAC "Jerry" Letarte going to learn to play horse shoes? Cpl "Tony" Tremblay broke his toe while swimming. It wasn't the cast that proved comical, it was the way he wore the sling. LAC "Joe" Popiel could pass for a native Sardinian any day the way he speaks Italian. Cpl Doug "Frank Buck" Heath didn't bring'em back alive this time. He killed that lizard varmint with only 79 shots from his little boy's souvenir rifle.

FK Wolfgang Von Harper caused a bit of commotion among the working clan when he showed up wearing a pair of those abbreviated Bavarian short shorts. During our stay, the favourite jingle hummed repeatedly was —

A "T" shirt a day  
Keeps the OC away

As much as the boss' order of wearing "T" shirts on the line went over like a lead balloon, the boys were aware of the fact later on that it wasn't such a bad idea after all. The squadron came home with the second highest average in Air Div which is something to crow about. While we were away in the land of the burning sands and salty brine our skelton crew which remained at home are worthy of mention. Cpls Baker and Reading "babied" the dispersal as did Cpl Menard and LAC Demont for the hanger. As far as Cpl Filiol is concerned no one saw him around but someone told me to see Sgt "Bud" Murray and he'd let me in on the missing clues. Farewells are upon us again and to WO2 Corbett and Cpl "Keith" Brown we say "Auf Wiedersehen". Oh, by the way, do you know what the phone number was at the Garden of Eden? 281 Apple. So long! I'm going on leave.

As stated in his article in last month's "Flieger", Capt Pugh recommends two dentists in Baden-Baden. They are:

Dr. Eugen Hartmann, Zahnarzt,  
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Tel. 48 50

Dr. Alfred Deppe, Zahnarzt,  
Ludwig-Wilhelm-Platz 4,  
By appointment only,  
Tel. 47 96

## Up to Date with Telecom

by F/L Copley

### New Style T. V.

As a result of a new invention, (video tape) Canadians from coast to coast will see the same shows at the same hour.

Video tape is an electronic invention destined to remove the problem of network time zones. On July 1st the day the CBC started its new coast to coast microwave network, it also put six Ampex video tape machines to work in Calgary registering eastern programs. Both picture and sound went on the tape instantly and, without any of the processing necessary with film, CBC was able to retransmit the shows any time — within a minute, an hour or a year.

Video tape is a tape coated with magnetized particles that re-arrange themselves in response to picture and sound signals. First Canadian face on the new tape was singer Shane Reimer's. His evening show, "Come Fly With Me", was seen live from Sydney to Winnipeg and video taped in Calgary where owing to the time difference, it was late afternoon. So CBC waited a couple of hours for a better viewing time, before retransmitting from Regina to Vancouver. For the networks it will mean money — they can guarantee sponsors an 8 pm show, say, from coast to coast. They can also save studio space by producing shows at slack times for later transmission by video tape — as faithfully as if the show were live.

Video tape is cheaper and more compact than film or kinescope; experts say you can't tell it from live T. V. The recent performance of the Victor Herbert Musical, "The Red Mill" in the US appeared so sharp to those watching it on T. V. that critics widely report it was live — it was partly video taped!

### Albatross Club

Anyone who wishes to acquire information concerning the Four Fighter Wing chapter of Alcoholics Anonymous can do so by writing a letter to "Albatross" CAPO 5056, or a phone call to Local 33. There will be someone at this number from 7 to 9 every day from Monday to Friday. All personnel interested are invited to contact the club.

# DAIMLER BENZ A.G.

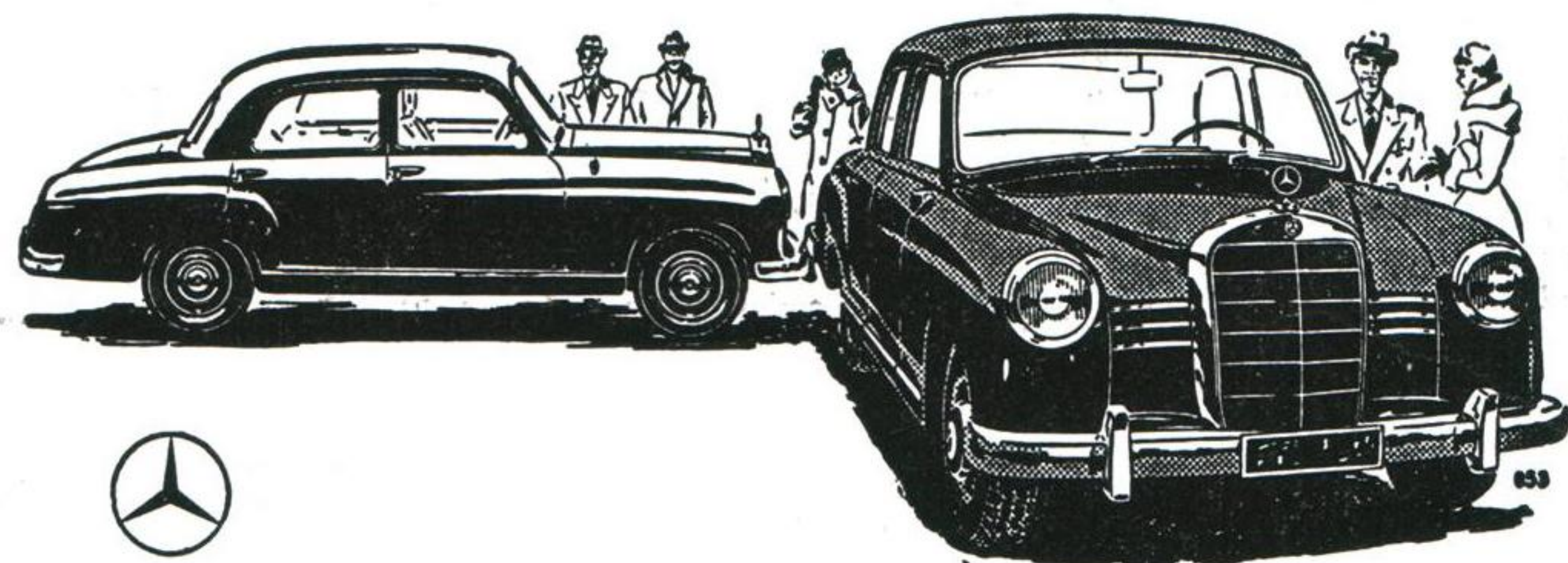
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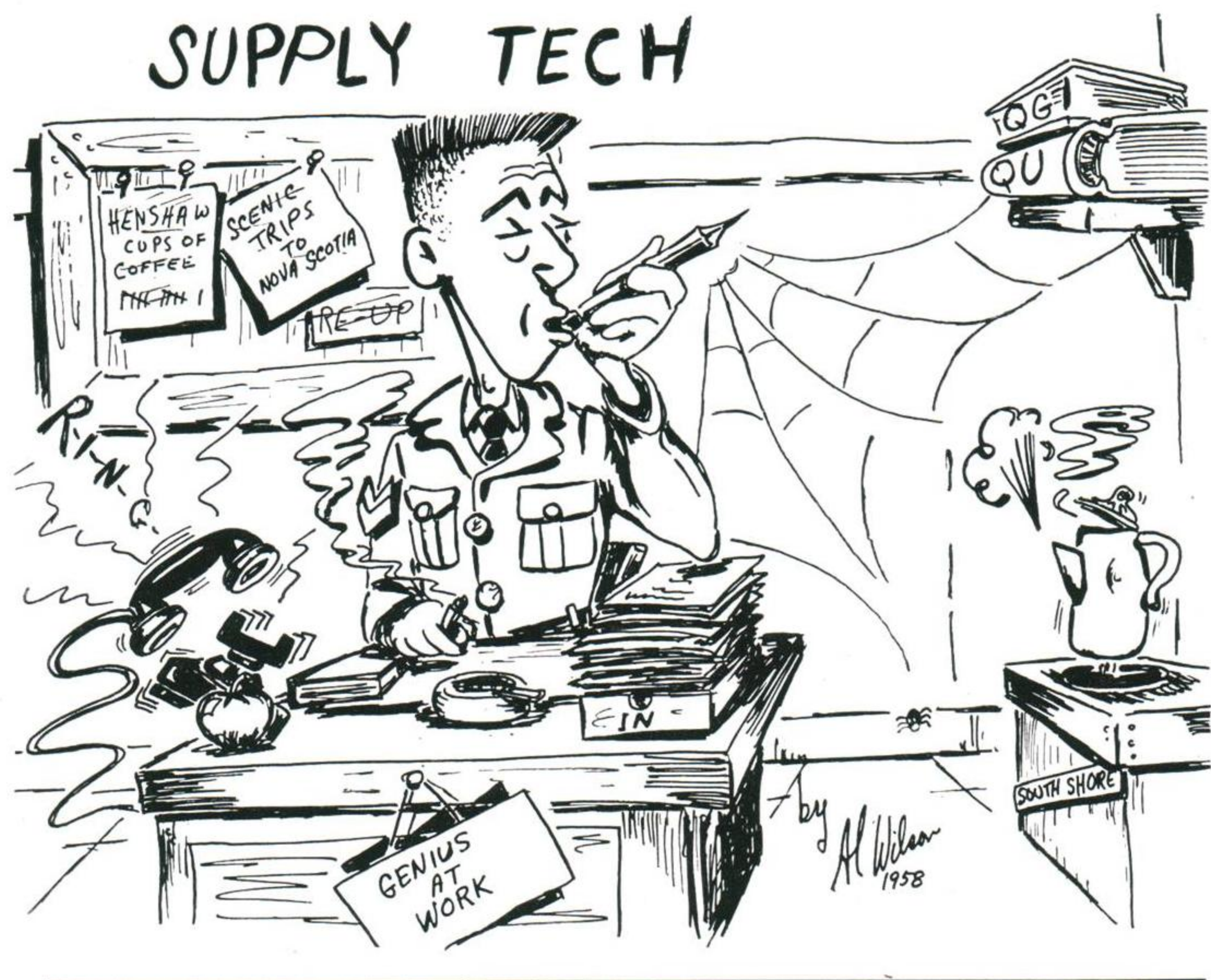
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**MERCEDES-BENZ**



### Supply Section News

It has been some time since any news of Supply appeared in our magazine, so once more we will try to give you the latest happenings from that well-known Section.

A very successful going-away party was held at the Zum Rössel Gasthaus, Soellingen, on Friday, June 20th in honour of FS Wade, Sgt Leader, Sgt McLean, Cpl Nickerson and LAC Stearn. We are all sorry to see these fellows leave 4 (F) Wing. They have done a fine job and have made many friends. Here's wishing them "Bon Voyage", and good luck at their new stations.

Our new entertainment committee did a wonderful job arranging our Section Party and a vote of thanks for all their hard work.

A few new personnel have arrived since our last writing; F/O Stoner from Air Div, who will take over the job of Warehousing Officer; Sgt Easton from Clinton, now in charge of Local Purchasing; Sgt Smith from Bagotville, now NCO i/c of P.O.L. Group. Cpl Matheson who comes to us from the Stampede town is taking Cpl Cooper's place on Major Equipment, while Jack and Sam McCullough take in the bullfights and the French Riviera. LAC Langlais, who comes from 7 S.D. is presently employed in Clothing Stores.

Our condolences go out to Johnny Sequin who had the misfortune to hurt his leg while playing ball and is presently in hospital; hope you recover soon, John. I hear that Johnny is getting better than average care.

Could it have anything to do with the Supply Tech. employed at the hospital?

George McDonald has his new Ford after a long wait; it looks nice, but I think green would have gone better with red hair. Al Theabeau has returned from a visit to Copenhagen. He is not in too good shape just yet, but anyone who wishes to see him may do so in the Issue Section, where they have him propped up with packing materiel.

That's all the news for this week we will have more for the next issue.

### Food Services Section

Despite our long absence from the Flieger pages, people are still eating at 4 (F) Wing. We have had many staff changes and perhaps the most exciting was on 1 April when our popular Warrant Officer became F/O Melanson. He has since been to Canada for the Officers' Course at London and on 1 July reports to the Support Unit at Metz to take up his new duties as Food Services Officer.

We were all saddened when Mrs JMR Nantel died after a short illness. Sgt Nantel and the two children are now back in Montreal and we hear that the sergeant is very busy in the Officers' Mess at St. Hubert.

It was auf wiedersehen also for;

Cpl JE Price who has gone for a year in the sun in Sardinia,

LAC LePitre who will be singing the praises of his Mercedes in Moose Jaw,

LAC Fournier who flew home in style on the C 5, enroute to 6 RD, Trenton,

LAC JA Roy, who has had a bigger smile than usual since he's known he was going back to Nova Scotia, and

LAC Brassor who left early in May for Camp Borden.

The welcome mat is out for;

WO2 GA Noble who comes to us from 1 Air Division at Metz,

Cpl Carrigan, returning from Sardinia and

LAC HF Kelm from 30 AMB, Langar.

Holiday plans are the favorite conversation topic these days — and so we wish all 4 Wing personnel, a happy vacation and "guten appetit".



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## Smoke House News

by LAC B. Dewar

Hi folks and wiegehtes from the Fire Department. This is yours truly's first try at the editorial department, so just bear with me if you can and we'll try to bring you up to date on Section happenings.

To start off, we must offer our congratulations to Cpl. "Chuck" and Brenda Savoury on the new heir to the Savoury line. Gary Joseph checked in on the 7th of May 58, at the local hospital.

I see Chuck's driving a new Borgward now, a white Isabella TS. Pretty sharp.

Sgt. Miller H.O. and Frau are on a trip to old "Blighty" and the land of the Haggis. Wonder how Harv's making out with the left hand driving? We'll have to check the Volks for added dents as soon as he gets back. By the way Harv, what do you think of Paris?

The Section was represented on the organized tour to Lourdes with many favourable comments.

Another member of our fold, LAC Clarke has moved his family into PMQs. Maybe now that Len hasn't so far to travel he can practise the Fire Hall game of "Hearts". What do you think, Len?

Stan Litowski is still waiting for his new VW. If he doesn't hurry I'll have mine first. One thing about those VWs though, we can all get on our parking lot. Can't say as much for some of the big American jobs though.

Congratulations are in order for LACs Hiebert, Jones and Gionet on their group three. Glad to see you with us fellows.

Now, a note for Fire Prevention!

When you're out driving through the hills and country side, please don't throw those cigarette butts out the car window. The German people have some lovely forests and they're quite proud of them, as they should be. I for one would sure be sorry to hear of a forest fire outbreak, especially if it were just caused by someone's carelessness.

Also on the subject of Fire Prevention, if you have anything you want to know, drop into the Section at any time; we'll be only too happy to help you.

By the time this article is in print Fred Hiebert and Yours Truly will be touring the surrounding countries, so until next month,

Auf Wiedersehen.

## Wing Orderly Room

by Don Gibson

Story time again and believe me tall are the stories we hear over our crying counter in WOR. If things get worse rubbers for the staff and towels for the patrons will be in effect — of course loan cards will be in effect at the same time. But considering the long eight day trip or should I say cruise many are the troubles that could develop and usually do — IN PARIS !

A successful mug party was held on 6 Jun 58 for leavers of the fold which was enjoyed by all who attended and proved that no amount of tears in the beer will stop the fun.

After many hours and days of floor walking, gnashing of teeth and sleepless nights WO Huget finally got his unit — just what he wanted — Vancouver. Readers, if this is a formula for success, I don't really recommend it, simply because of physical reasons but! Why would anyone be so eager to go the West coast — after all what have they got there that we haven't got — somewhere in the East.

This month the big word is WHERE — where is my baggage, my wife, my kids, my command, unit, where can I change my next-of-kin — I mean the address of course!, and where — no, I guess I had better not.

One of the working girls, little Lucy by name, seems to be having ankle trouble these days. Jiving sessions or lessons, whichever you prefer, are the cause; the culprit, a tall, thin, rubber-legged youth from so far east they have to wait until the ice moves out before the ferry starts running. Any guesses?

At least one of the flock has become a gentleman farmer — at ye old garden platz. F/L Gordon can be seen during the weekends busily tilling the soil for his little family. For those of the green thumb society it must be relaxing but there must be other ways to expend such valuable energy.

On this day of writing a certain steno was seen acquiring an application for leave. Has this anything to do with yawns that greet me in the morning or just the urge to get away from it all?

This is leave time I hear; with all this rain you can keep it, and like any section we will be short of staff during the summer months, so you help us and we will help you. Get your leave passes in early so we can action them and have them waiting for you — don't wait until the last minute.

# L . G E R S T E N M A I E R

V W - W H O L E S A L E T R A D E  
S E R V I C E S T A T I O N . S A L E S . P A R T S



P O R S C H E

## B A D E N - B A D E N

J A G D H A U S S T R A S S E 1

P H O N E 4 9 3 3 - 3 4





by Laurie Morris

Germany has so much to offer, historical places to see, entertainment such as festivals, fasching and most of all the hospitality of the Gasthouse. One thing that I wish we had around here especially during the summer months is a "Drive-in Theater", How wonderful it would be if we could enjoy a movie below the stars in a smart red convertible, eating pop-corn and hot dogs (good Canadian ones) and not omitting a perfect escort with dark hair and a charming personality. (Mr. Burnside, any chance of converting our station theater to a Drive-in ?).

In Sep of last year Lucie was admitted to the hospital for a broken ankle, and for weeks she went limping around the station, but after a few months she had recovered. The story goes that only last month while jiving with a tall slim gentleman of TeleCom Section, she broke the other ankle, and so to the hospital she went and once again Hopalong (not Cassidy) limps along.

Shirley took a few days off spending them at the hospital; we're glad to see her back, take care of yourself there old girl, you're not so young as you used to be!

Ethel (Pete) now Mrs Mayor got us all worried the day of her wedding, and I imagine Don was in a cold sweat, as she seemed to take so long to arrive at the church, but after a long period of suspense she finally appeared, to every one's relief. The vows were said and after being pronounced man and wife, and the usual ride around the base and PMQs, we all made our way to the Lounge where we were greeted by a smiling waiter offering us a glass of punch, of which none was refused (eh Joan?). The waiting at the altar was not the only happening of that eventful day, as Sat night they missed their train in Baden-Oos and so in Laurie Harden's car they moved on to the next station at a terrific speed only to arrive too late. The first night of their honeymoon was spent in peaceful charming Baden-Oos, but we are glad to say that the next day they made their train to Switzerland. They are now residing in Rastatt (anyone wishing to taste Pete's cooking, may do so after an appointment).

Welcome to LAW Angeltvedt better known as "Angel"; where she comes from is not Heaven in the least but Metz! Anyone in doubt of that place may be informed for one thing that it's in France and for another it's our Headquarters. She is working at the moment with the Sports Centre, but if she gets a transfer to the RC or Protestant chapel, this would prove of no surprise with a name like that.

The girls have been behaving themselves lately, no CC. I guess we know now that it does not pay to go where it's "Out of Bounds" though at times it seems very exciting.

When we return to Canada, I'm afraid that the people will have a terrific time trying to understand our lingo. For example we have noted below a sample of an ordinary conversation between an airman and airwoman in the Lounge.

Airman — Hi Fraulein, come sit beside me and I'll buy you a beer.

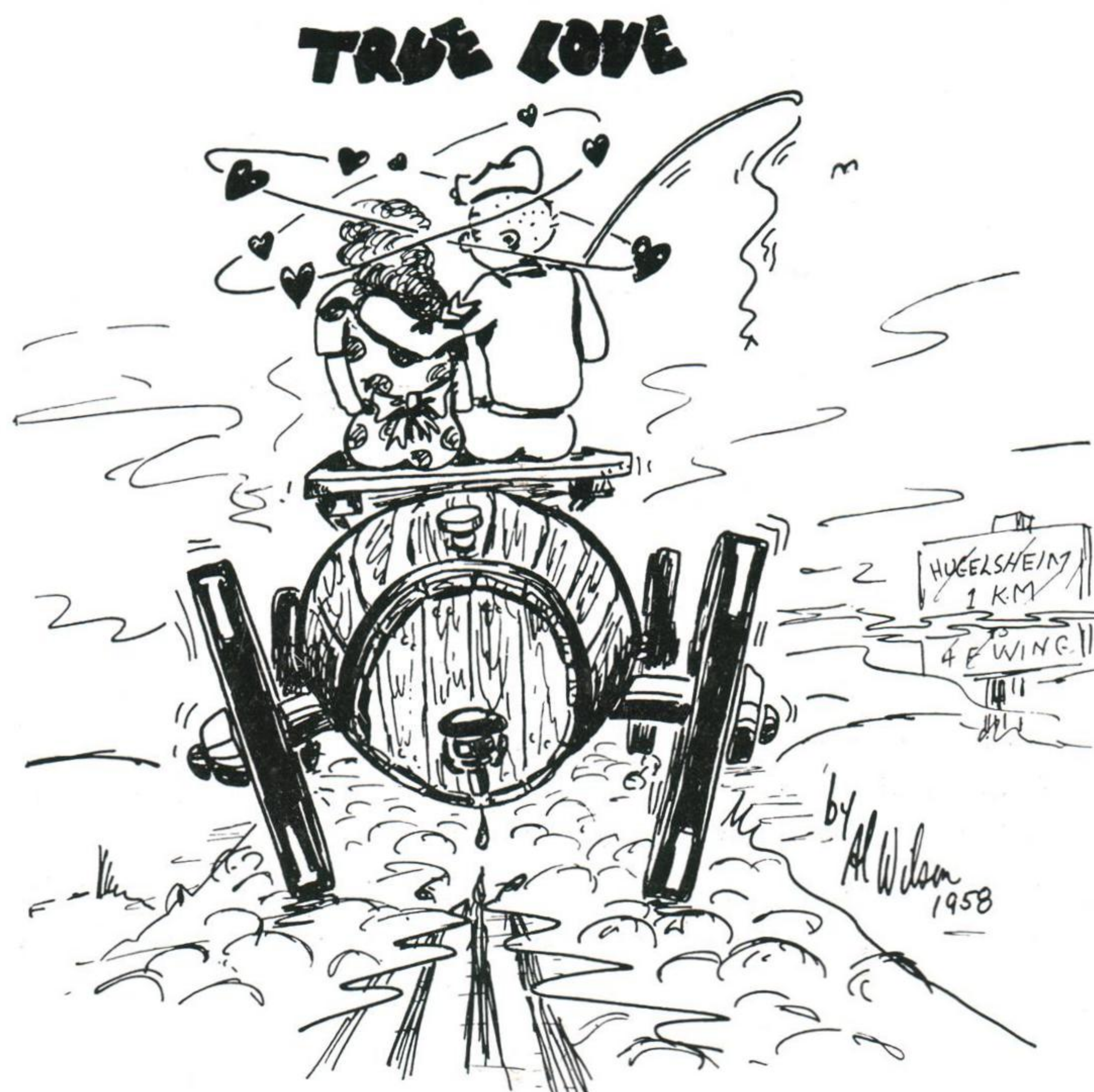
Airwoman — Nix for me, cherie I'm waiting for my Lieber to come and he's late, but he better come schnell before I make departure and say au revoir.

Airman — Well, if he doesn't come schnell, then come out with me, and I'll show you the town.

Airwoman — Allez go somewhere else and bother another Fraulein, I'm staying here and I'm going to wait for mon amour to come.

Airman — I guess that's the way things go, Auf wiedersehen, see you later alligator, I must go and cherchez la femme in prima Baden.

No one would disagree with the fact that we are serving under NATO, as one can very well see by our dialect of English, German and French.



### Accounts Section

by LAC V.C. Brenton

Absent for a month from the pages of the Flieger due to the scarcity of news, the Accounts Section makes an appearance again this month, but — again we have to report that with some "staff" on leave things are dull around here — it's so quiet that Belle can remove her bullet proof vest ...

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July sees the departure to Canada of F/L Oliver, the PAO, — to Edmonton — and FS Mandley, from Supply Accts, to St Johns, Que. There's hopes around here that we will throw a party and say "good-bye" to these and welcome to our staff Sgt Aplin from Air Div as NCO i/c of NPF and LAC Simms of Rockcliffe to Pay Accts. In the leave department we had many — LAC's Payne and Gotell went north to Copenhagen to verify all the stories they had heard (and not the ones by Hans Christen Andersen), LAC Walker spent two weeks in barracks and Baden ... Cpl Steele had a wet week in Munich and Salzberg (inside and out, aye Joan) ... FS Neilson went to Lake Constanz, he says the rooms are cheap but he can't quote a price on meals since he didn't eat ... and S/L Steene and family and Sgt Lee and family took off for a tour of the British Isles. No wonder there has been no news — we haven't had any staff working.

In closing here are a few short notes worth mentioning — July sees Ada start her whirlwind tour of Europe ... Vera thinks it's time to give up working and spend her days in leisure ... Lena is a grass widow again or do they call them Sardinia Widows now ... Len got that preference posting to Summerside ... what about yours Fred? ... and things are really tough all over when Accounts merge with 419 on anything, but from what we hear marriage is a different thing — aye Elsa ... my condolences to Segrid, but don't give up the ship, keep trying ...



by Cpl Fred Hughes

Well folks, here we are with more news from VME. This month sees a new driver at the wheel and it is hoped that he may be able to do credit to the job.

There comes a time in all transfers where we must say good-bye to old friends. This has just happened to us of the VME Section and so we say good luck in your new duties at your new Units.

	Place	Departure
WO2 "Chiefy" Wright	to Chatham	July
Cpl "Tony" Hodges	to Downsview	July
Cpl "Doug" Mader	to Cold Lake	July
Cpl "Stubby" Price	to Hamilton	July
Cpl "Neuf" Churchill	to Halifax	July
LAC "Doug" Fraser	to Trenton	July
LAC "Slim" Middleton	to Downsview	June
LAC "Benny" Benoit	to Centralia	August
LAC "Pudge" Nelson	to Bagotville	August

It gives us pleasure however, to welcome some new faces. We hope your stay at 4 (F) Wing will be a pleasant one:

FS Fortin  
Sgt Aalders  
Cpl McReynolds  
Cpl Thomson J.A.

The VME ball team has started the season this year in good fashion having lost one game and winning one game, the latter being against 444 Sqdn on 15 Jun 58, by a score of 18 to 8. Well done fellows, keep up the good work!


Cpl McReynolds and LAC "Moose" Breitzkreutz have been newly inaugurated into the Station Driving School, having completed a course at 30 AMB Langar, England. Moose says he missed the "Honey Wagons".

On the 14 Jun 58, 4 (F) Wing held its "Family Day". The children of the station took full advantage of the chance to inspect all the different types of aircraft on display. In the afternoon there were foot races for the children of all ages and even some for the older children, those above and far beyond the age of 21 years. This particular phase of the day was a success due largely to the efforts of the Mayor of Rhine Valley Park and his committees. Incidentally the Mayor is also the VMEO; good show Mr. Baker. Also in the afternoon the Station men's and women's Soft Ball Teams played host to teams from 1 (F) Wing. 4 (F) Wing won both games. Wah happen?

There have been a few changes around the old garage the last couple of months. Sgt "Carl" Spinney who used to be head despatcher has taken over the Driver Testing Office and has been replaced in the Despatcher's Office by Sgt "Ev" Aalders. Sgt Spinney is ably assisted by Cpl Hodges, Cpl Churchill, and Cpl McReynolds. Cpl Hughes and Cpl Churchill have switched places so that Cpl Hughes is now with the Heavy Equipment boys.

It has been discovered by the writer that some married women of PMQ's who have husbands in the VME section have formed a new and convenient club. This is not so much a club, as it is a means of communicating between PMQ's without having to exert energy climbing all those stairs. This is known as the "Flush Flash System". No doubt, there are many such clubs on 4 (F) Wing, so ladies if you are in the dark, if you have not heard the latest gossip, go to your toilet window and receive a "Flush Flash". Although this is a most convenient method of Communicate, we must warn you, there are some hazards, if you happen to slip you get wet feet, don't you "Les"? It is even possible to get stuck, in which case you would have to yell for some one to call Sgt Murry (Battle Ship) Fulton of the CE section. Not only could this be uncomfortable, but also it might prove very embarrassing. So ladies, please be careful when you transmit on the "Flush Flash" wave length.

Well folks, that seems to be all there is for this time, so we will say "so-long" for now. Remember, holiday time is here and children are out of school, so when you drive, slow down and please drive carefully.



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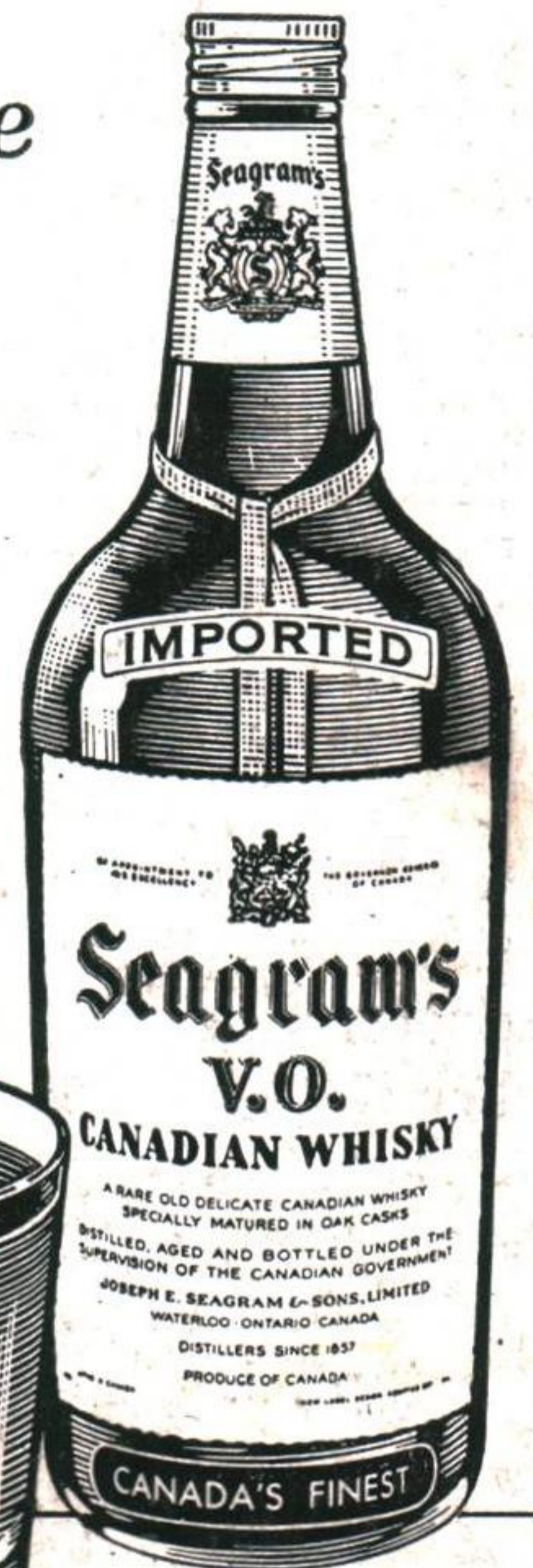


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