

4 (F) WING (RCAF)

Schwarzwald Flieger



Miss Germany 1959

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4 (F) WING RCAF

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GERMANY

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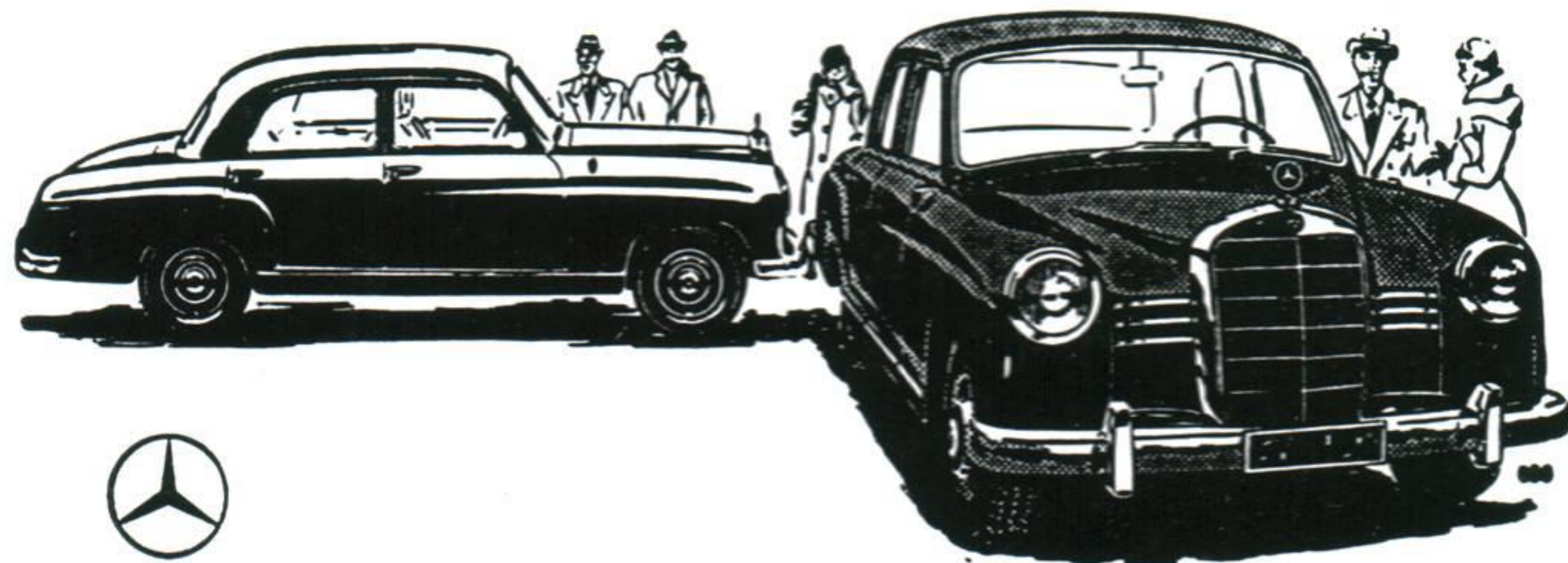
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RCAF NEWS

Gen. Norstad at Ottawa — General Lauris Norstad supreme Allied commander in Europe of the North Atlantic Treaty Organization has met the Canadian cabinet in Ottawa. There was no announcement following the meeting. But it was known that the American general had briefed the ministers on the NATO situation, including equipment needs of the forces under his command. Prime Minister Diefenbaker said merely that General Nordstad's views would be helpful to the government in determining future Canadian policies. Mr. Diefenbaker did not reply but he shook his head when a reporter asked him whether a government decision on re-equipping 1 Air Div in Europe is close. The division is now equipped with subsonic Sabre and CF 100 jet fighters, and there has been a possibility that it would get new low-level strike planes for army support.

Mirage — The minister of defence, Mr. Pearkes, said in the House of Commons that his department has looked at the French Mirage Three Jet plane for possible adoption in the RCAF division in Europe. The defence minister told Paul Heellyer, Liberal member for Toronto Trinity, that he is not yet in a position to say when or how the air division will be re-equipped.

Bomarc Base: Mr. G. R. Pearkes, Minister of National Defence, says that the country's first Bomarc missile base will likely be in operation at North Bay, Ontario, in 1961. North Bay is about 275 miles north of Toronto. The Bomarc is a rocket missile with a range of about 450 miles which would intercept enemy bombers flying in from the Arctic. Mr. Pearkes said the North Bay installation would be the first of two such bases and would have about 26 launching pads. He told correspondents that it was hoped the missiles would prove a deterrent for all time. The government earlier this year announced that it was purchasing the Bomarc missile from the United States and would use it rather than proceed further with the development of fighter jet planes. The Bomarc will be supplemented by Canadian fighter craft now in service and on constant patrol from northland bases.

Operation Beechflight — A mass flight of 25 Beechcraft Expeditor light transports (C-45's) put down at 1 (F) Wing, at the end of May, following a trans-Atlantic crossing from Canada. Nineteen of the twin-engine transports were destined for France, under Canadian Mutual Air arrangements, and six for Portugal. The movement was the first mass trans-Atlantic flight made by C-45 Expeditors, which have a normal flying range of seven hours. Only once before have RCAF Expeditors flown the Atlantic. In 1953 the RCAF flew eight of the aircraft to Canada's NATO Air Division, the operation being carried out in four flights. For "Operation Beechflight" as the scheduled movement was dubbed, the Expeditors were equipped with overload fuel tanks to increase their range to 10½ hours flying time. As in previous RCAF ferry operations, flying support was provided by Air Transport Command. A North Star, with about 33 ground crew and ground handling equipment

preceded the Expeditors on each leg of the trip. Included with the aircraft were 10 spare engines (six for France and four for Portugal) with a one year supply of other associated equipment.

Aerobatic Team — The RCAF's newly created "GOLDEN HAWKS" precision aerobatic team, will be seen by millions of Canadians this summer during its four-month tour of the country which started in May. Organized to take part in the activities celebrating the Golden Anniversary of Flight in Canada and the RCAF's 35th Anniversary, the team in their gold, red and white Sabre jets will be one of the few Air Force aerobatic teams to perform on a nation-wide basis since the famed "Siskins" toured the country in connection with the Trans-Canada Air Pageant of 1931. Formation aerobatics have long been a part of military flying and teams such as the US Navy's Blue Angels and the Royal Air Force Black Knights are world famous. Now to join this select group of precision perfect pilots the Royal Canadian Air Force will present the Golden Hawks. Leading the group of eight skilled pilots selected for the Golden Hawk team is Squadron Leader Villeneuve, 31, of Ottawa. S/L Villeneuve is considered to be one of Canada's top aerobatic pilots. The other members of the team combine with him to form a fourplane formation, while two others perform solo displays and two spare pilots are available to fill in any position as required. The Golden Hawks will stage a 25-minute sequence of loops, rolls, cross-over, bombursts, Cuban eights and rhuarbs during each performance. All these are standard manoeuvres to RCAF fighter pilots but will be carried out in tight formation by the Golden Hawks in their colourful planes. Scheduled to start their tour in mid-May the Golden Hawks will be seen at more than thirty Canadian centres from Newfoundland to British Columbia.

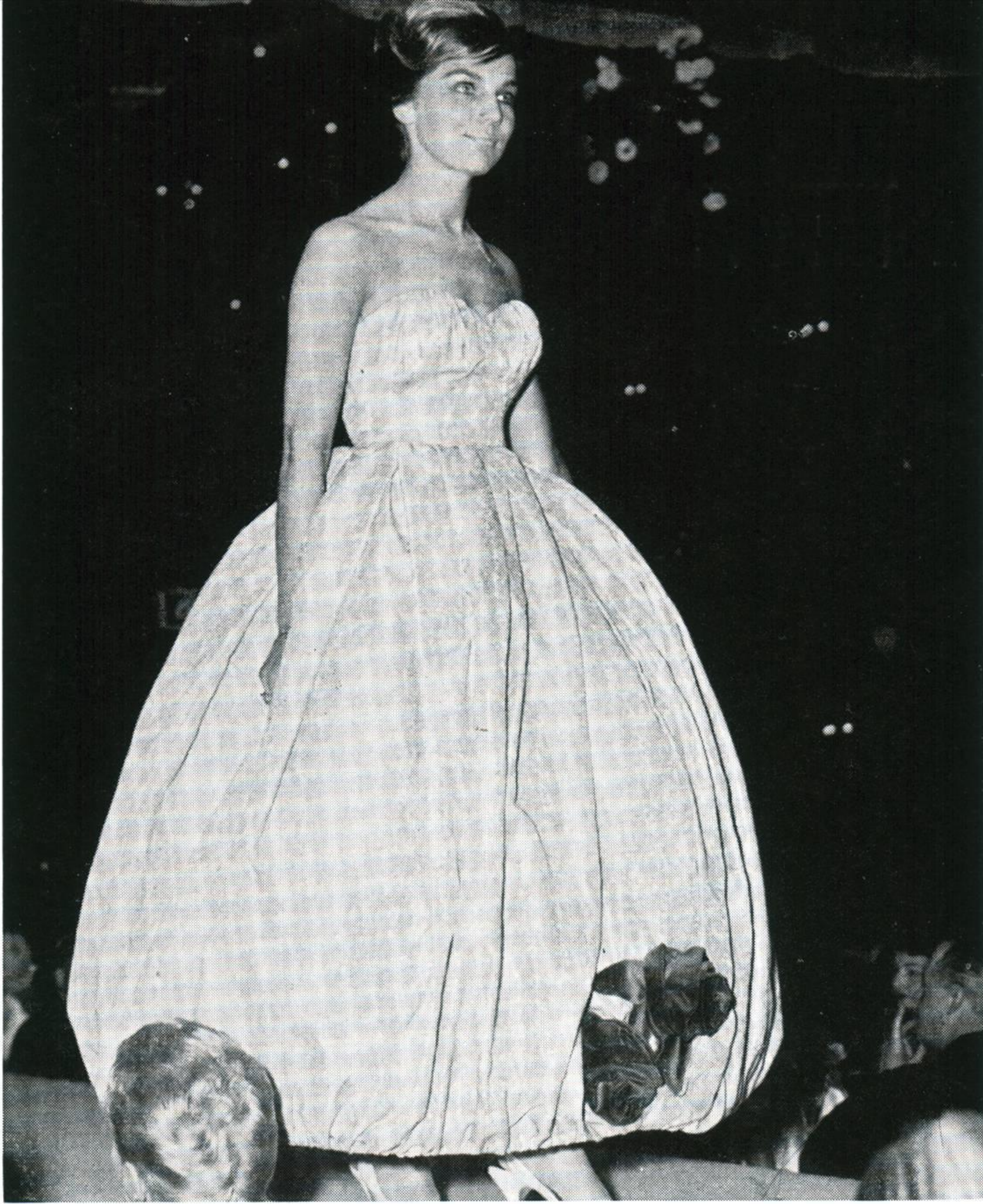
Manitoba-Election — In Manitoba, the conservative party led by Premier Duff Roblin has won a clear majority in the election. Mr. Roblin had formed the first conservative government in Manitoba in many years when his party won 26 of the 57 seats at stake in the election of 1958. But it was a minority government and Mr. Roblin went to the country when the combined opposition of liberal and CCF or socialist members defeated him on a budget issue. The conservatives returned 34 members, chiefly at the expense of the Liberals, whose representation in the provincial house dropped from 19 to eleven. The CCF returned 10 members, a loss of one.

Franz Heydt OHG

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Miss Bremen in formal attire



Miss Germany (Miss Berlin)

The Miss Germany contest was held in the Kurhaus again this year. A very entertaining evening was provided with the girls displaying the physical and intellectual talents which they hoped would win them the coveted crown. The winner was blonde Miss Berlin, Carmela Kunzel, a 19 year old student, with Miss Lower Saxony and Miss Bavaria placing 2nd and 3rd respectively.

MISS GER

In addition to receiving expensive prizes, such as the Kar-mann-Ghia shown in our front page picture, Miss Kunzel will have all her expenses paid to enter the Miss Universe contest which will be held in July at Long Beach, California.

Miss Westphalia who came fifth.



Towards the end of the evening, the judges (and audience) had the opportunity of seeing and comparing the girls together.





The form which helped Miss Berlin, Carmela Kunzel, edge out all the other girls to win the Miss Germany Crown



Miss Bavaria, who placed third.

MANY 1959

Altogether Miss Germany's prizes totalled over 20000 DM. The other eleven contestants did not go away empty handed, as everyone received some prizes. The evening's entertainment was enhanced by the presence of Peter Frankenfeld who

acted as master of ceremonies. He quickly put each girl at ease even though his humorous remarks provided much amusement. The evening also included a dance routine from the musical "Kiss Me Kate", performed by the National Theater Ballet Group from Mannheim, and a turn by the Baden-Baden Trachtenmadele under the direction of Mrs. Margot Delfs.

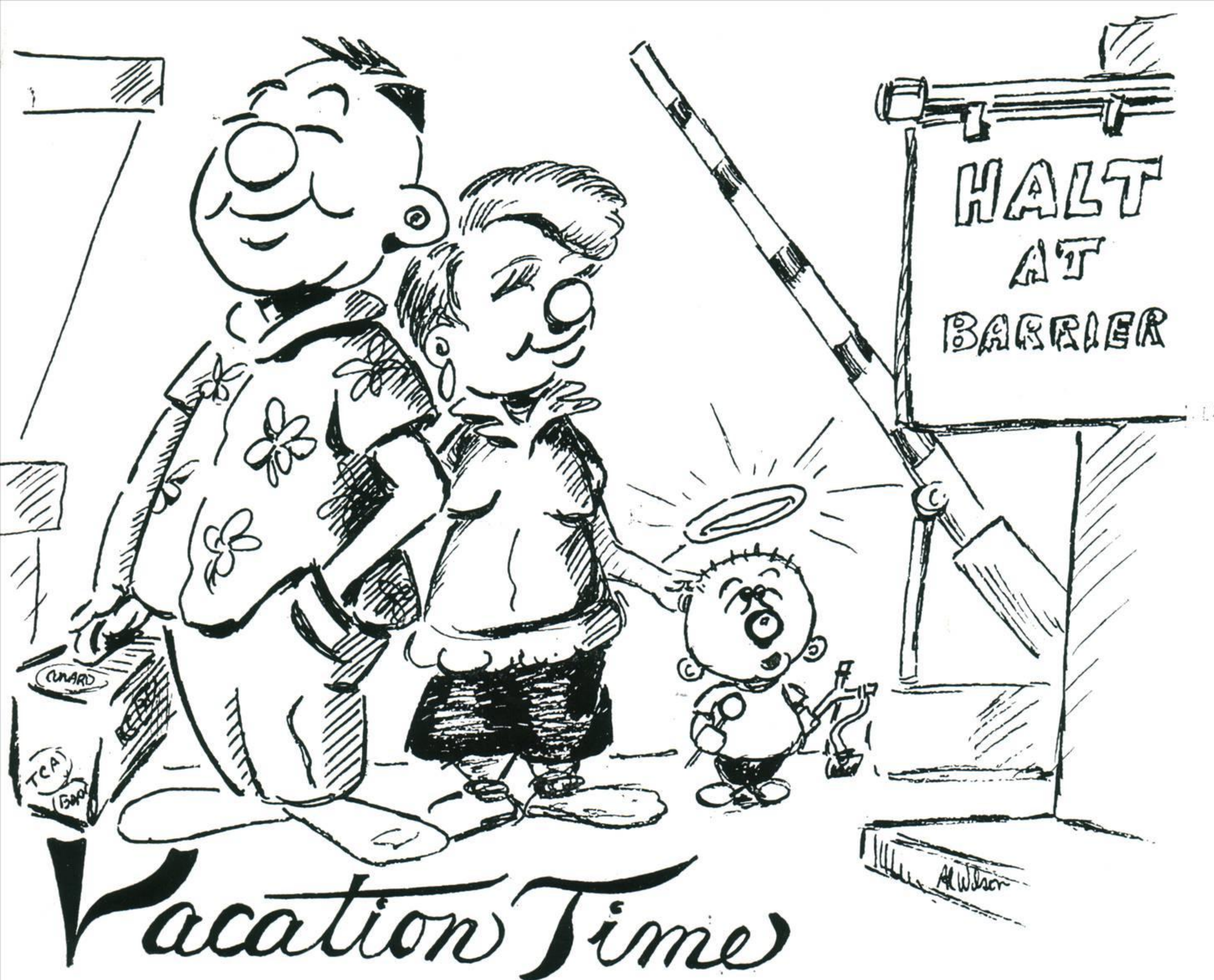
The photos are by FS Piton.

Miss Germany receives her awards.



Miss Bavaria in evening dress.





TRAVEL Tips

by F/L C. G. Burt

The approaching summer will see the usual exodus from the Wing of people going on leave. With so much to see in this compact continent, most personnel travel a lot more than they did back in Canada. Some people, because of foresight and experience will enjoy their few weeks of travel. Others will return disillusioned or will recount the story of their holiday with frequent repetitions of "now next time — — —". With the purpose of assisting travellers to get the most from their leave time and money, this article is written to bring to attention some useful tips based on personal experience and the experiences of others, whose assistance is gratefully acknowledged.

Planning

Even the most casual holiday must be preceded by a certain amount of planning. Many travellers "lose out" because they forgot something or took the wrong equipment. Some take too little, others wind up in frustration because they take too much; others forget important articles and waste their holiday money buying things they already have, or spartan-like they do without to their needless discomfort. Plan the following, whatever your overall intentions are:

- Ultimate destination
- Route
- Maps and guide book
- Clothing
- Method of packing
- Daily allowance for food and shelter
- Spare car parts
- Children's entertainment in car

Each of these is discussed more fully underneath, but the basic principle to be grasped here is the importance of planning. This does not mean rigid planning according to an exact timetable, as occurs on some organized tours and which becomes tiring and irksome. But it does mean, — know what your limitations are so that you avoid spoiling your holiday.

Where to Go

Where to go is a very personal choice and it is difficult to advise deeply on this matter. Here are a few suggestions to consider in arriving at a decision.

First, consider the time of year. In the summer months it is preferable to go north and to go south during late fall, winter, and early spring. Winter holidays can be miserable in countries like England where the heating system is primitive. After mid-September the Scandanavian countries get quite cold and if you go far north you can meet snow conditions. On the other hand Spain and Italy can be unbearably hot in summer and places like the French Riviera are fantastically crowded. The French Riviera is a lot cheaper in winter and early spring, accommodation usually being almost half the price it costs in July and August. The weather is still pleasantly warm and sunny skies are the rule. Secondly: don't forget that where you go can affect to a marked extent the cost your holiday. Just to cross the English Channel (21 miles) by car costs a wallet-breaking \$ 65 to \$ 95 return depending on car and family size. If you stay on the continent you have this money available for other things. Remember too the cost of the ferry from Denmark to Sweden if you are planning to visit this country. In Germany and France your gasoline costs will be small because you have quarter-master gas available. In other countries you will pay anything from 65 cents a gallon up. In out-of-the way areas like picturesque Brittany, restaurant and hotel prices are usually one half to one third less than in other parts of France.



Expenses

Costs enter into just about everything you do and will be discussed throughout the article. Here we are concerned with ensuring that you are aware of the expenses your holiday will entail and that you budget accordingly. A good plan is to realize that your holiday consists of units of one day, and whether you camp, have a trailer or will use hotel and restaurant facilities you must have three meals each day and shelter each night. Non-campers will find these are major expenses on a holiday and are therefore a controlling factor in deciding how much money you must take along. You will find that lunch and dinner will cost you at least \$1 per person, with the figure being more like \$1.50. Breakfast, even a continental one, costs 50 cents. And only very young children will require meals which cost appreciably less. Thus each day you must allow for about \$3.50 per person for meals. Hotel rooms will cost \$2.50 — \$3 per room. Thus a family with two children requiring a separate room at night must allow \$20 per day for those necessities or \$140 per week. On top of that must be added gasoline costs, visiting tourist attractions, etc. And at least \$50 should be added to the total for unexpected eventualities e. g. car trouble, medical expenses etc. Avoid carrying all your money in cash. Travellers checks are very inexpensive and are good insurance against losing your money. Avoid having one person carry all the money. If you divide your money between husband and wife, you are assured that if your wallet or bag is stolen, you are not penniless. Most hotels will take care of money and valuables for you. When you check in, put your money in their safe, keeping only the cash you will require for the remainder of the day.

Hotels

Normally personnel have no requirement for a first class hotel as they want it for accommodation for the night only. By day they are touring or sight-seeing. Choosing a clean and comfortable but inexpensive hotel can be a risky business and because of ignorance you can pass an uncomfortable night which can detract from your holiday enjoyment. The best method is to follow the advice of the experts. There are many guides which can be purchased and these tell you facilities available at hotels, prices of rooms, meals, etc. They are very cheap, and can save you their cost in one night. For France, Spain and Italy there are the Michelin Guides (approx \$2), for Italy you can buy the Itatlas Touring Guide. These guides also contain sheet maps of the larger cities and are useful for finding your way in them. The "G. I. Guide" is a useful book for travellers and can be purchased at the "Stars and Stripes" news-stand. It is a guide to visiting the ten most important cities in Europe. As much as possible avoid hotels not mentioned in the guides. In Britain a cheap yet comfortable type of accommodation is the Bed and Breakfast provided at private houses. Inspect the room first (as you should always do) but normally you will get comfortable accommodation and a large cooked breakfast for approx \$2 per person.

Food and Restaurants

Eating on holiday can be a pleasure or a problem. The European standards of food cleanliness are generally not so high as in North America. and you can easily ruin your holiday by stomach trouble caused by too rich, poorly cooked or inadequately cleaned food. Again, stick closely to the restaurants recommended in your guide books. The Michelin guide people, for example, visit regularly restaurants in every town and village and they are trained to discover the quality of cooking and service provided. You cannot do better just by looking at the restaurant and thinking it looks clean, — on the outside.

Watch the menu prices carefully. In France the "menu fixe" is usually a good buy. For about 600 francs you can get a good meal and it includes the annoying extras like cover charge and service. Don't deviate from the set menu, or you're on your own!

You must observe the European meal hours. Usually you cannot get a meal outside these times. In Spain, for example, don't expect to be able to order dinner before 2030 or 2100 hours. The North American system of getting a meal at anytime is not generally followed. This is unfortunate because meal hours, like 1200—1400 hours in France are the best time for driving. You normally have the roads to yourself.

It is pleasant to sample local food specialities, but don't overdo it. The stomach is easily upset when you're touring and too much rich or strange food can cause trouble. If you have any doubts about the local water supply, — don't drink it. Bottled drinks are hygienic and if you don't want wine, "eau minerale" will quench your thirst.

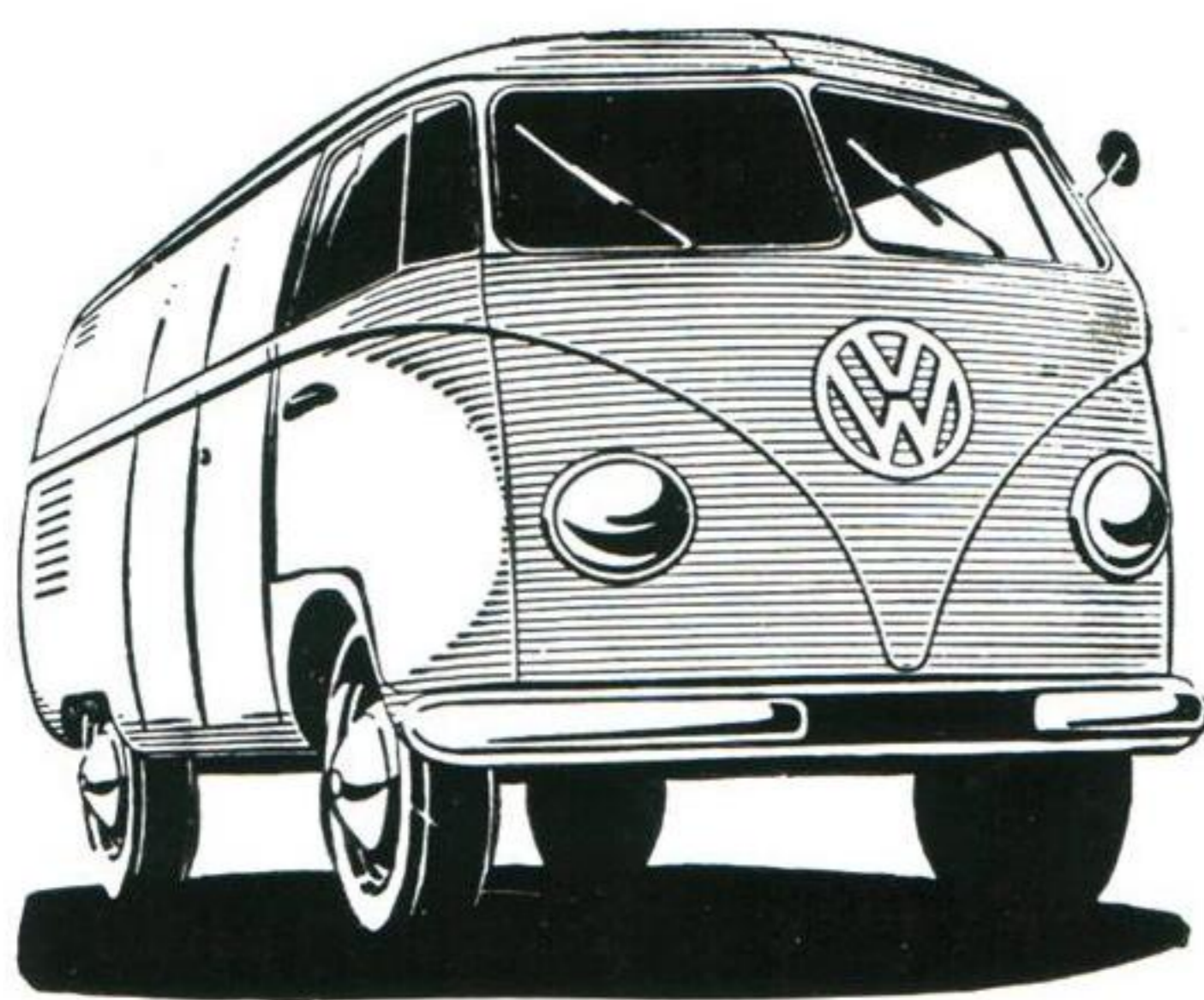
Investing in a camp table, 3 or 4 chairs and a small stove will reduce eating expenses. Everybody picnics alongside the highways in Europe, and the necessities of life can be purchased in any village or town.

Tipping

Most European countries add 10—15 % for service. If this is added don't leave a tip except perhaps a few odd pfennings or francs from your change. There is no need to tip twice and the locals don't do it. Moreover you are setting a precedent which other tourists will be expected to follow. Bell boys who carry your bags should be tipped, but again stick to the recognized amount; 100 francs, 1 DM or equivalent is enough for a couple of bags. Add a little more if you have extra cases.

Spare Car-Parts

If you get trouble with your car you may have to wait a long time while spare parts are obtained and your car can be repaired. For a few dollars you can purchase some likely-to-cause-trouble parts beforehand, and if you can't replace them yourself the nearest garage will usually do it for you.

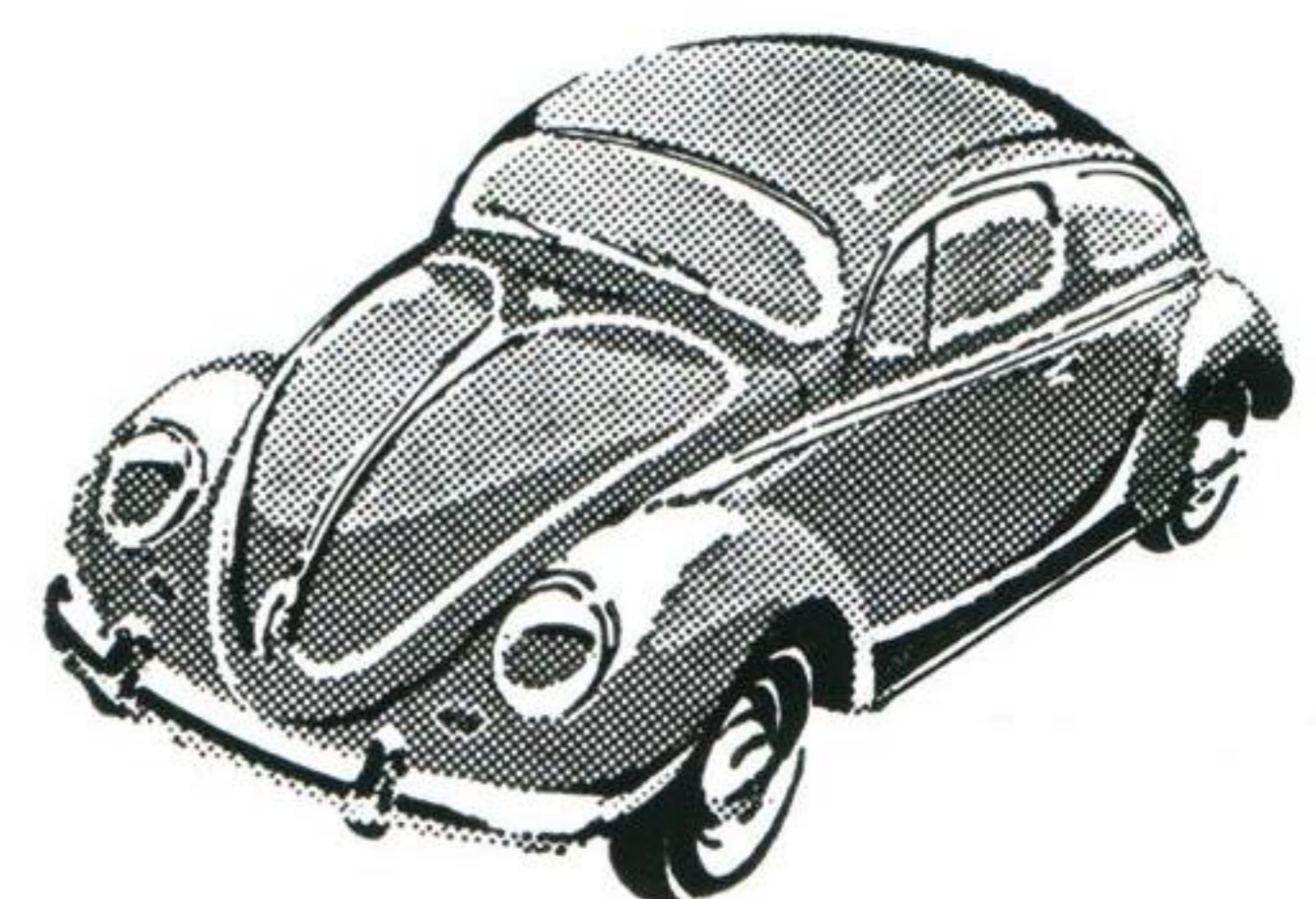


Autohaus Paul Dienst, Rastatt

VW dealer

Kehler Straße 25, Telefon 3258-59

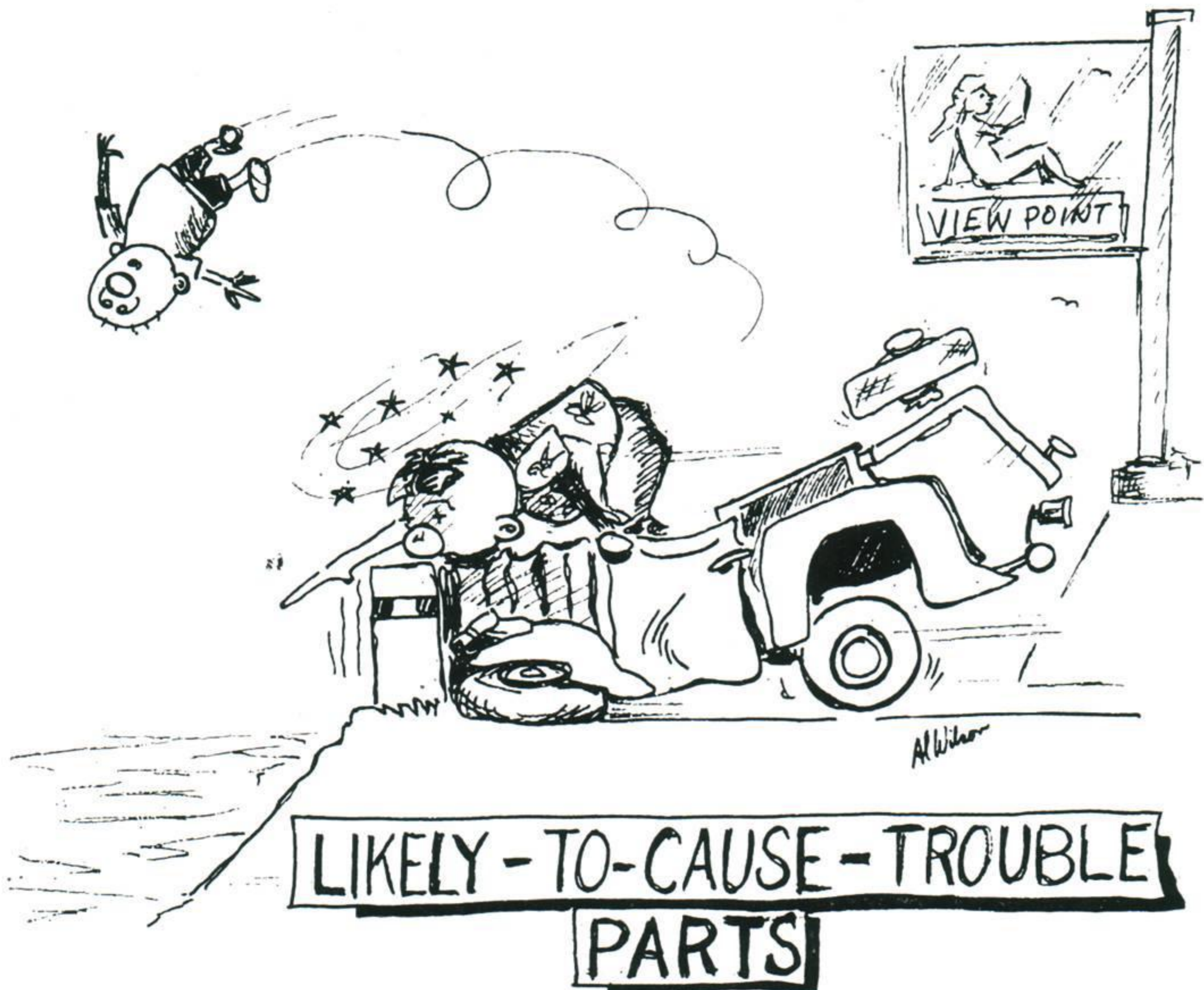
VW Export Model Factory Price	4600.- DM
VW Convertible Factory Price	5990.- DM
Karmann Ghia Coupé Factory Price	7500.- DM
VW Micro-Bus Factory Price	6975.- DM
VW De Luxe Bus Factory Price	8475.- DM



A suggested list of parts is:

fan belt	fuel pump repair kit
points	sealed beam unit
spark plugs	spare bulbs
Spare oil	condenser
coil	

The cost of the parts is not lost if you have no trouble on the way, because sooner or later they will have to be used. If your car handbook does not contain your plug and point clearances, jot them down in a notebook. European garages will not always have that information available, especially if you drive an American car.



Medical

If a member of your family is sick on holiday, the best plan is to obtain medical attention at once, and then as soon as possible return to the Wing. Instructions on where to obtain treatment are contained on the back of your leave form and should be followed regardless of which member of the family is sick. Here is a list of places to go to and you should observe the same order. Go to the nearest unit of the

- RCAF
- Canadian Army or Navy
- Other Commonwealth Forces
- US Forces
- Canadian or UK diplomatic authority
- Forces of the country you are visiting

If none of these are reasonably close, go to a civilian doctor. Those who can speak the local language should have no trouble in finding a doctor and getting medical aid. Those who don't should remember the following. The best place to find a doctor is the centre of town, where you should find the usual brass plate showing the doctor's name and business hours. If you pick on the wrong doctor, e. g. a dentist, don't worry as being a professional man he will understand and direct you to a doctor. Most doctors speak other languages than their own, and if you try English, French and German, you should hit a common tongue for communication.

Accidents

Whether you have a small or big accident remember the four S's:

- Stop
- Shut-up (don't admit guilt etc.)
- Seek info (names, addresses, license no etc.)
- Send for police

Again, don't admit guilt, and avoid signing anything which may incriminate you. Also provide as much assistance as possible, — e. g. give first aid to the injured, help direct traffic, etc.

Traffic Offences

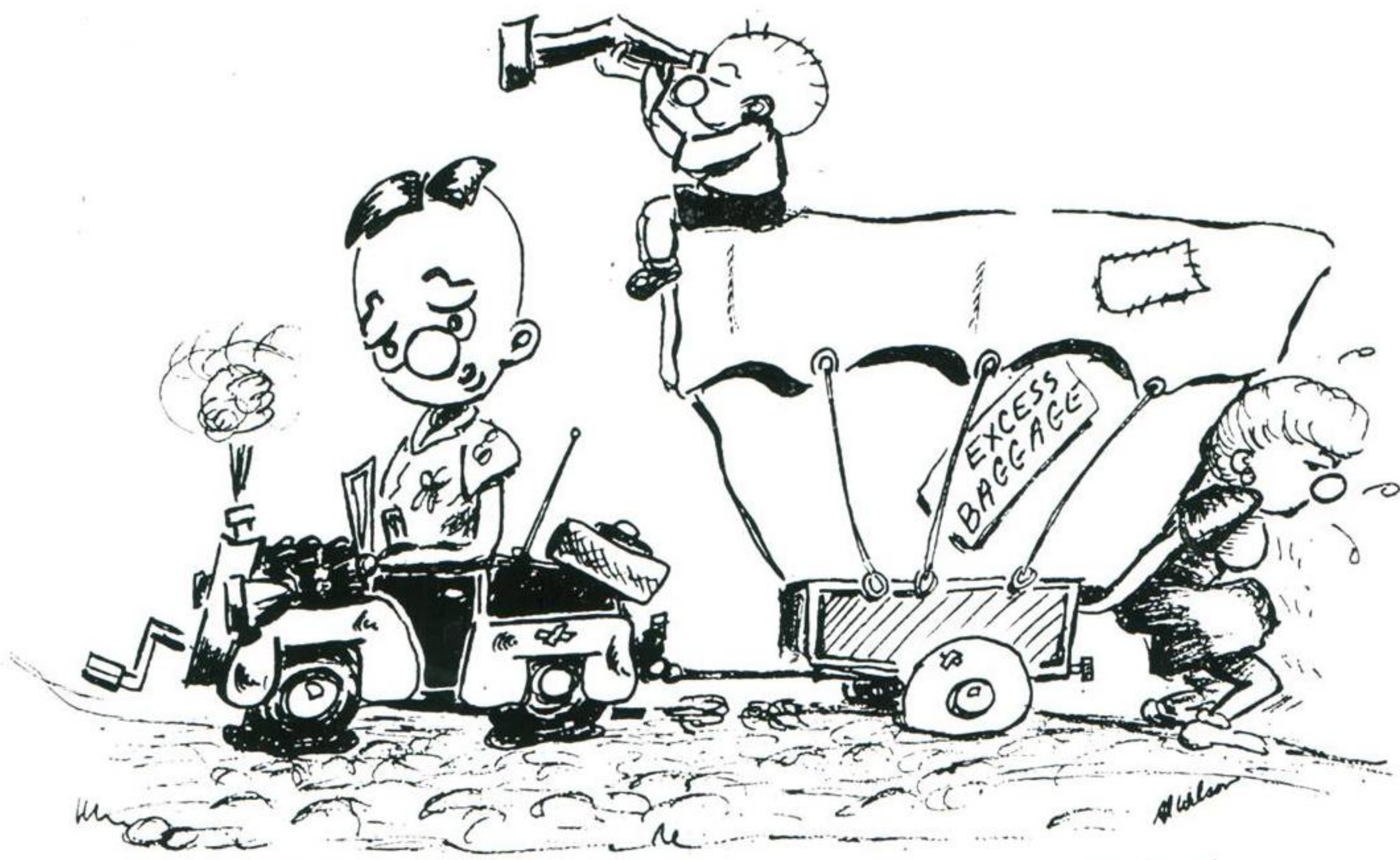
Normally the police are tolerant toward tourists, but don't bank on it. If the police insist on pressing a charge, do as requested, — go to the police station if required etc. If the offence is small e. g. parking violation it's normally easier to pay up and get out. If the offence is serious e. g. possible manslaughter charges get in touch with the Wing, the nearest Canadian or US military police, or the nearest Canadian or British embassy without delay. One point is, act sensibly and don't speak or act rashly. Always drive carefully and courteously. Remember your Canada plates identify your country of origin. Don't give a bad impression of Canadian people.

Clothing

Consider carefully the climate of the country before you pack clothing. Some tourists take too heavy or too light clothing for the weather and suffer accordingly. Others take too much of both and so drag around excess baggage. In summer, take light clothing, but add a sweater because the evenings can be cool. In winter, even when you go south, take the opposite approach. Take mainly warm clothing (a woollen suit, etc) with one set of light clothing for the occasional very warm day. Avoid dressing sloppily even though you are on leave. Your country of origin is easily established, and it is poor citizenship to give a bad impression of your countrymen.

General Packing

By packing carefully and with method you can save a lot of car space and also avoid having to search through all your baggage, just to lay your hands on one item. One good rule is to pack all your family's overnight requirements in one or two suitcases. Then when you stop for the night you have only to carry these one or two cases to your hotel room. For the rest of your baggage have a suitcase for each member of the family or for a group. Then if you require an article of clothing, say, for the baby, you know exactly where to locate it. Take along a separate plastic or paper bag for soiled clothes. They can be put into the bag and thus kept separate from the clean clothes. The bag can also be squeezed into an odd corner of the trunk. The storage of cutlery, etc. when travelling is sometimes quite a problem. One way to overcome this is by using small individual boxes, e. g. ammunition boxes. They are compact, dust-proof, water-proof and insect proof. If your children are small, the boxes can be placed on the floor by the back seat and will take up very little space. By painting them different colours the one with cutlery, cups and saucers, jams, or whatever you require can be readily picked out. Remember to include the small but necessary items. European hotels cannot be counted upon to provide soap, so include some in your toilet accessories. A universal adaptor for electric razors will enable the husband to shave from any electrical outlet. If your razor will not operate on 250 V and 120 V, include a small transformer.



36 H.P. + 1 WIFE P. = TROUBLE

One last rule is limit your baggage as much as possible to what you can get in the trunk or hide under the seats. A car which is loaded with all sorts of equipment which can be seen by passers-by is asking to be broken into. In some parts of Europe, — particularly some southern areas, — your car may be broken into, by day, during the short time you are away having a meal. Too many of our personnel have been subjected to this unhappy experience. Remember, — particularly in the poor areas — don't invite robbery.

Finally, keep your passport handy, you require it for signing in at hotels.

Children

Travel is trying for children. They have little interest in what they see from the car window, they are in a confined space and cannot use up their abundant energy, and they miss playing with other children. The important thing is to realize the situation and plan accordingly. Depending on the age of the children, do the following.

- 1 Organize games e. g. looking out of the window and mentioning things beginning with the letter A.
- 2 Have a reading period, colouring-book period, etc. Take along a few games.
- 3 Stop occasionally and let the kids tire themselves out. A ball and bat will greatly assist this process.
- 4 Don't be too ambitious with regards to the number of miles to be covered each day. Avoid particularly evening and night travel. Get the kids to bed early, as at home.

Armed with the above travel tips make the best use of the unequalled opportunities to travel provided by your tour in Europe. Very few of us could afford the trip to this continent on our own, so this will be our first and last chance to get to know the many peoples of Europe, most of whom are our comrades-in-arms in NATO. Remember too that you will appreciate your trips more if you deal with the people you encounter in the friendly spirit of trying to understand their ways, and not being upset or difficult because their habits are different.

This article has not dealt with one way of greatly reducing your holiday expenses, — by camping. This is the subject of another article in this issue of the "Schwarzwald-Flieger".

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Camping

Camping in Europe is a highly developed skill. It is a skill that is practised by people of all ages, sexes and walks of life. On one hand you see members of youth organizations, whose outfits consist of a pair of feet, a tent (pup style), a sheath knife, a loaf of bread, a sausage, some cheese and a bottle of beer. On the other, you see the well-to-do, who travel in fine cars and whose outfits are very elaborate. They have one thing in common, a liking for travel and relaxed living under canvas. To the average Canadian, it is a means of making his travel dollar go further. To others it is the yen for the free and easy life in the open air.

To the novice at European camping, the vast array of camping equipment displayed in the stores is apt to be bewildering. However, as a starter you might try visiting these stores, particularly those with displays. Don't buy anything on your first visit, merely collect catalogues. These catalogues are frequently in full colour and are so well prepared that the fact that they are printed in Deutsch isn't too important. Next, visit the odd camp platz on a weekend and rubber neck. This will assist you in determining the type of tent you desire. Once you have decided this, you can use your catalogues for comparisons of features and prices. In selecting a tent, it is wise to consider a few points such as: is it simple to put up or do you have to have a short course before you can put it up? Do you wish to camp on your knees or do you want a tent with ample headroom? What colours are hot colours and what are cool colours? What tent provides space for indoor cooking in the event of rain? What size tent can you stow in your car, along with the other 762 items that some people consider necessary for a simple weekend in the fresh air?

After shelter, sleeping is the next item to consider. Here you will get a different opinion from every person you discuss it with. Whether to use cots or air mattresses is a question that you will have to answer for yourself. The best way is to go in and sprawl on them and decide for yourself. The selection of sleeping robes comes in this department too. Here you will find a large variety of light weight schlafsacks. It is wise to consider the filling; there is a good selection of natural and synthetics. The average sleeping bag is 180 cm long, but if you are one of these people who like to sleep with their head tucked in, you can order a bag made up. It only costs 10 % more for a full 2 meter bag. Regardless of

which you select it is a good idea to put a folded blanket below your sleeping bag. I might add at this point that I would avoid the shaped or mummy type bag. Most rectangular bags can be zipped together with another one to make a double.

Now comes the stove. Here again you have a large choice, ranging from automotive gasoline burning to propane gas. Let's look at the gasoline (automotive) type. It is available in single or double burner size. The thing in favour of this particular model is that you can always get fuel for it regardless of where you are. The main point against it is that it is dirty and requires a considerable amount of cleaning to keep it burning properly.

The next type to consider is the naphtha burning type. Here fuel is not so readily available and is more expensive. There is a source of supply in the Drogerie, opposite the fire hall on Kaiser Strasse in Rastatt. They keep it in a gerry can labelled "Gasoline für Kanadische". This type is much cleaner burning and some makes have a jet cleaner incorporated in the generator. The Swedish stove "Optimus" is one of these. The last type is the Propane stove. Here you will find the greatest variety of design. Some use disposable cartridges, others re-fillable cylinders. The fuel itself is comparatively cheap. A five kg bottle only costs DM 7.00 and lasts a long time. This fuel is available in most centres in most countries, so in the event that your supply runs out you can have your bottle re-charged. Prices range from about DM 20.00 for the small single burner gasoline burning stoves to DM 100.00 for the double burner propane stoves. Here it should be the woman of the house who makes the selection. After all, if she is going to do the cooking, she should have her choice of stoves. Also, if she chooses the stove she can't blame you if she finds that it doesn't quite suit her after she has used it.

The best stove made isn't much good if you haven't suitable cooking utensils. Here it should be said that the PMQ pots and pans are not too well suited for camping. They are all right for cooking but hellish things for packing. Also the kettle was designed for a family with 14 children, not with camping in mind. The most practical type of kettle to buy is one without a lid. You fill it through the spout, and if possible get one that has a screw top on the spout. This will enable you to carry your initial supply of water with you. Next have your wife select a set of nesting pots. They come

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Sleeping Bags - with hoods or as a blanket
from DM 91.-- to DM 29.90

Air Mattresses - make into seats - single or double
from DM 57.-- to DM 28.50

Camp Stoves - propane and gasoline
from DM 155.50 to DM 22.--

Camp Cooking Utensils, sets
from DM 38.40 to DM 8.95

in various sizes and can be stowed away in a minimum of space. Rarely do they cost more than DM 25.00 per set and usually much less. The other cooking utensils are another matter for the household cook to decide upon. There is an infinite variety of stainless steel eating utensils available in the local stores at very attractive prices. It is very convenient and not at all expensive to buy a set and keep it for camping and of course possible air raid shelter use. This is true too with dishes. Here it is suggested that the heavier plastic dishes are more durable and in the long run more economical.

You now have the essentials and you can go forth in any direction that you choose. You can camp, but to enjoy it you require a few more things. To provide the niceties to make camping enjoyable instead of an endurance test, you now add the accessories such as table, chairs, lamps, ice box, camping pyjamas, hammer or mallet and etc. and etc. Two of the more important of these accessories are a rubber mallet and sand pegs. Mallets only cost about a dollar and are certainly an advantage when the ground is hard. In all events, don't try to do the job with a beer bottle. Remember others will follow you in using that particular site and they won't appreciate having the floor of their tent cut as a result of your carelessness. Sand pegs are available in various sizes and come in aluminium or galvanized iron. The latter are cheaper and just as effective. Remember you might carry them for a year and never use them but when you need them you really require them.

Tables and chairs are available in all sizes, shapes and forms. Here the thing to think about is stowage space available in your car and how much table space you require. There is one very fine table that consists of an arborite covered table and four stools all in one unit. It folds up into a very compact unit for stowage. One of the main drawbacks is that the built-in stools are not particularly comfortable to sit on and cannot be moved away from the table. It is an excellent table for meal times provided your family does not exceed four in number and that you have additional folding chairs for relaxing in. Another good table available through American PXs measures 24" by 30" with one leaf up or 24" x 60" with both leaves up. It is light but strong. The frame and legs are aluminium and the top is metalized fibre, which is resistant to heat etc. The tables that are available on the Deutsche market are usually smaller but are available in many sizes and shapes. It is not difficult to select a good table from the choice offered. It is suggested though that you avoid the table that folds like a suitcase and holds four stools. The table is alright but the stools are small and not designed for comfort. Generally speaking, stools are not the answer. It is recommended that you spend a little more and get chairs. Here again you should try them out before you buy. Some are comfortable, some are not so comfortable.

A lamp is a very nice thing to augment the family flashlight. You can get them from one candle power lanterns through naphtha and propane to electrical lamps. The latter are fine provided your car battery will stand the load. Propane lights are available in two or more types. One is attached to the large cylinder by a rigid pipe. To move the lamp you have to move the cylinder. The propane lantern is again available in two types; one operates from a large cylinder by means of a hose, the other has its own cartridge of propane. This is the most mobile of the propane lamps. Finally the naphtha lantern. Here again fuel is a slight problem and maybe I was unlucky with my choice, but I didn't care for the Deutsche naphtha lantern. It doesn't stand comparison with the Coleman sport light. Again a lamp is a nice thing to have, but it's not essential

One of the most convenient and comfortable items that you can wear around the camp is a suit of camping pyjamas. The Deutsche camping pyjama is nothing more than the old "sweat suit" and is available in all sizes and price ranges. It

is particularly handy for the small fry. It is also accepted dress within the camp site at any time.

An ice box, while not a necessity is a convenience that is very desirable, particularly where there are children or where Dad likes a nice cool beer. The American PXs carry a range of sizes, the largest and most expensive being about \$ 19.95. This particular one can accommodate enough milk, food and other beverages for a long weekend with ease. There are boxes available in the local sporting goods stores, but the range of sizes is more limited. Ice can be obtained in Rastatt and should be available through the management of most camp sites.

Most camp sites have running water. Be careful about drinking it or you may be running also. Usually the water suitable for drinking is marked "potable" or "trinkwasser", but if it is not marked, you should enquire about it before you drink it. To carry water a one gallon plastic bucket is preferable to a water bag. It is cheaper and is easier for the youngsters to manage when they are talked into going for water.

You will find sleeping much more comfortable if you fit sheets into your sleeping bag. One three quarter bed size sheet per bag is required. Fold it in half lengthwise, sew it across the bottom and about half to three quarters up the side. Next, make about three large button holes at the bottom and sew on buttons in the sleeping bag, then simply button in the sheet. It only takes a moment to remove or instal it and is much less costly to launder.

Other useful items in your camping kit are damp-proof matches, (available from the station grocery store), a clothes line, clothes pegs (small size plastic ones are available in hardware stores locally), spare lines and fittings. Nylon line is available by the meter from sporting goods stores, as are the fittings for the lines. To keep nylon lines from fraying at the ends, just hold the end in a flame until it melts and fuses. Plastic bottles are handy for numerous purposes as is a plastic egg carton. Toilet paper is a must. A funnel is essential if you are using naphtha or gasoline in your stove. Rubber bands cut from inner tubes can be used for a number of things such as doing up your tent poles in compact bundles, or holding your sleeping bags rolled up; useful too are a first aid kit, and plastic raincoats. There are numerous other items that you yourself will think of as you go along. One good method of getting started is to assemble everything you think you will need, pack it and get going. Set up your outfit then get out a paper and pencil. Every time you think of something that you have forgotten, jot it down. Before you pack up to come home, review your outfit and list the items that you didn't need during the weekend. Possibly they were just excess baggage. If so, leave them home and save the space for things that you need. After a couple of trial runs at local camp sites such as Rotenfels, make yourself a form of checking list that you can use for future outings. This may sound unnecessary, but experience proves it pays.

Once you have tried out your outfit and have streamlined it to your satisfaction, you will want to go farther afield. A handy aid in this respect is a copy of "Camping Europa", available in most book stores for about DM 5.00. Use this as a guide but don't necessarily stick to it. If you see a camp site that appeals to you, go in and look it over. Many of the best camp sites are unlisted. Another good point to remember, particularly if you wish to sightsee, is to get to your destination as early as possible in the day, locate the camp site, go in and register and put up your tent. This will give you a far better choice of sites. Then once this is done, you can sightsee to your heart's content with a free mind. Other campers will respect your claim. One thing to remember too about registering, is have your passport with you. The law of most European centres makes it necessary to fill in the passport number and other details on the registration form. (concluded on page 19)

Mox Nix

by Cpl Kitchener

When newcomers first move into PMQ's they often assume that the rules and regulations governing Married Quarters are to be more or less adhered to. This, naturally, is a big mistake. Rules and regulations have been replaced by *Machts Nichts*, (pronounced Mox Nix). This is an old German saying that is rapidly becoming a Canadian way of life in PMQ's.

Mox Nix consists of assuming a helpless attitude, a vacant stare, and allowing the world to go to Hades on a Honey Wagon.

The garbage disposal system will probably baffle the newcomer completely, but it is really very easy once you catch on. The trick is to fill one can to overflowing, (note that I say **one** can). After this is full, you then place your bags of garbage on top of the remaining two cans. If anyone should enquire why you do this, you merely point to the overflowing garbage can and say, "All full". See how easy it is? Mox Nix!

There is another system that has much merit, as you will soon see. This consists of getting one or more cardboard boxes that are too large to go into the garbage cans. This way you can amass a tremendously impressive amount of goodies. Also it takes several days to fill the boxes, thus saving you the bother of going out every day. There is one slight drawback to this system, however, and that is the smell. But don't despair. Mox Nix easily overcomes this situation, — simply fire the boxes into the hallway. Share the wealth, be a good neighbour etc. . Now when the boxes are full of garbage and the hall is full of the smell, you take the boxes down and put them on the ground so that the kiddies can get at them and scatter broken glass, soggy potato peeling and torn paper all over the Platz. Then if anyone says anything, you blame it on the kids. Neat, huh? Incidentally, the boxes should be put out at night; if you do it in the daylight, some sorehead might see you and complain. You know how some people are!

There is another system, but it hasn't gained much headway as yet which consists of opening the kitchen window and turfing the garbage in the general direction of the cans. This, by the way, is only good if you have the screens off. I don't know why this system isn't too popular, unless it's just that not too many people have thought of it yet. It sure beats climbing stairs and a person could really build up points as a Mox Nixer with it.

Whichever the system you use, make sure that a good amount of garbage gets scattered around. There is a fellow who comes around every morning picking up stray garbage and if everyone suddenly got neat he'd probably be out of a job.

Funny thing about that guy, he used to be so cheerful, picking up a bit of paper here and there and then putting it into a little box that he carried with him. Now he pushes a big wheelbarrow and he hasn't smiled for months. Must have family trouble, I guess.

The kids around PMQ's really have it made. You sometimes hear the odd one complain about having nothing to do, but very rarely. There are lots of games to be played, some of which are Smash the Windows — Break the Trees Down — Snap the Clothes Lines — and Head For the Basement. To the uninitiated, Head For the Basement sounds like the mildest of the lot, but played properly, it can be a real doozer.

There are so many things that can be done in the basement. For instance, fires can be lighted in them on rainy days (it happened). Basements can also be used as toilets in emergencies (when you gotta go, you gotta go), and what better place to learn the facts of life, you know, the birds and the bees and all that junk. What a dandy place to store old goodies retrieved from the garbage? What better place to start an old milk carton collection? And then there is always the off chance that someone will leave the laundry room door open. This of course leaves the little dears with unlimited possibilities, for instance with two pails of dirt and some water they can make mud pies. In two king sized Mix Masters too! As you can see, basements are the most. Oh, one thing more, the basement light should be left on at all times, day or night, and never turned off. There are lots of good reasons for this, some of which are: it's not my place, or the Air Force is paying for it, or I didn't turn it on.

Another game that is rapidly gaining popularity is Bust The Bike. This can be played by any number of children and is easy to play. The little dears first locate a bike that has the front wheel firmly fixed in one of those concrete bike racks, then by pushing against it hard, the front wheel can be bent at the bottom. This game should only be played under parental supervision though, as some of the little dears are liable to get speared in the gizzard with a broken spoke, which could easily give rise to a new game called, "He's already damaged, let's finish him off".

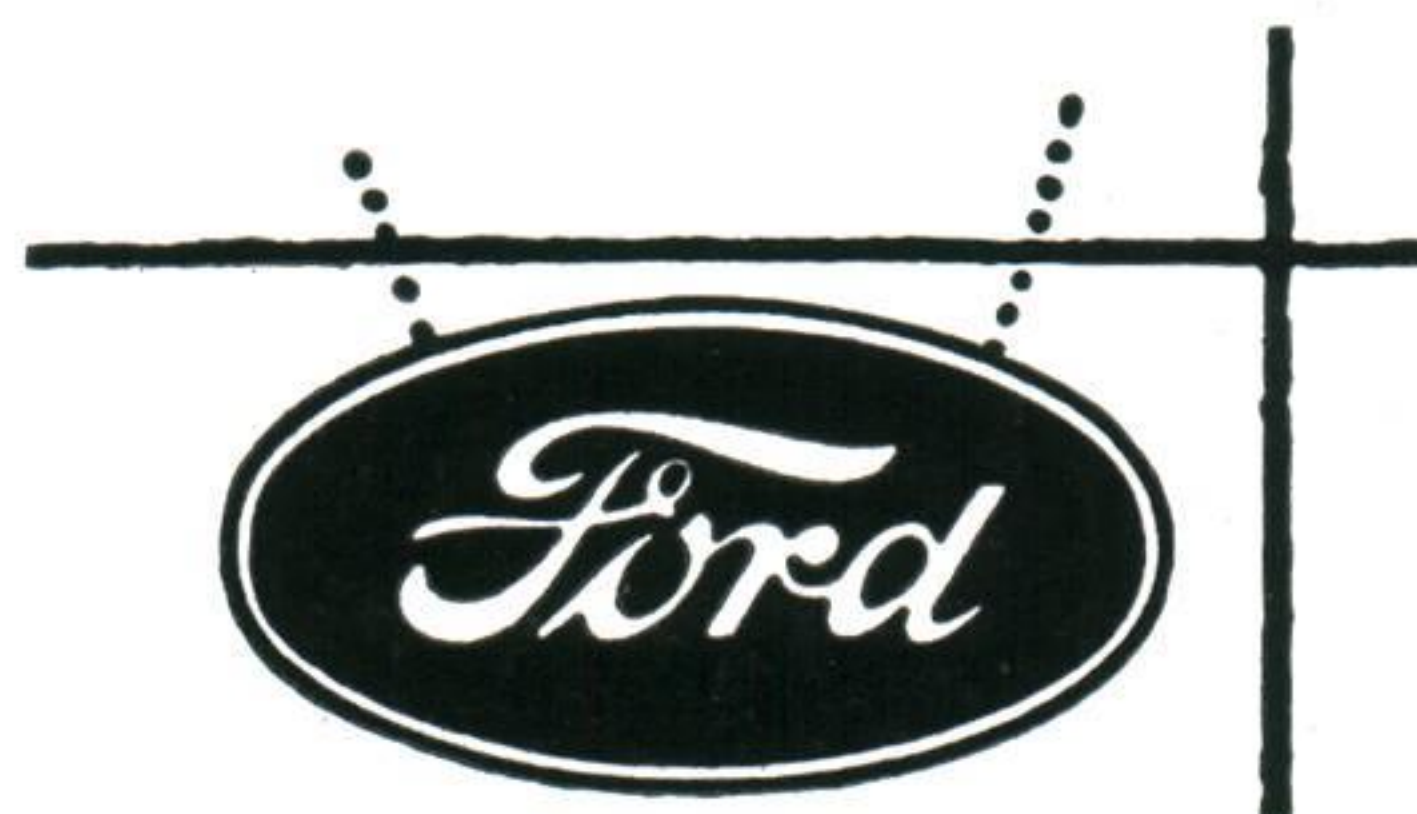
Children, incidentally, are absolutely inviolate and must not be touched under any circumstances. In very extreme cases however, they may be cautioned. For instance, if two or three of them are lambasting the tar out of one of their playmates with broken hockey sticks (a favourite weapon), it is permissible to say "you really should stop that". This results in the younger ones looking at you and saying "I don't hafta" and the older ones merely reply with Oh Q/??OXXQ/ / - - Q.

Something else that may amaze the newcomer is the speed with which his time of arrival home from a party gets around the neighbourhood. He might not know what time he got home, but everyone else does. This is a service that is provided, free of charge mind you, by the Neighbour Watching Society, a very worthwhile group of people who spend hours every night looking out of the bathroom windows. The neighbour watchers are a secret society, — so secret in fact that they will never admit to belonging to it. If you should ask any of them about their nocturnal activities they will indignantly inform you that they were merely getting a breath of air. What a dandy way to get a breath of air!

And so, newcomers to PMQ's don't forget, do unto others as they would do unto you, — but do it first. Mox Nix!

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The "ASTRA" Cinema presents:

"Fraulein"

"Fraulein" should be interesting to 4 (F) Wing personnel because it is a story about Germany at the end of World War II. While Germany has made a remarkable recovery since the end of hostilities, — the Germans themselves have a name for it "Wirtschaftswunder" — we can still see about us many of the scars of war, and it is intriguing to see the type of life that was led not so long ago. The story concerns a German girl who lived in the area captured by the Russians. She is subjected to indignities by the conquering communists and decides to escape from it all to the American zone. She has her problems there too, though not the same type from which she escaped. The more human attitude of the people she has to deal with enables her to overcome them. Included in the film is a picturesque trip, in color, up the Rhine.

JUNE ATTRACTIONS

Sun, 14th. & Mon, 15th. "THE HORSES MOUTH" starring Alec Guinness, Kay Walsh and Renee Houston, is a Technicolor farcical comedy-drama centring on an impecunious and eccentric artist who runs into all kinds of trouble while finding ways and means to paint an enormous mural. Picked as the Royal Command Film for this year. (U)

Tue, 16th. "THE FLY" is a CinemaScope and Eastman Color thriller starring Patricia Owens, Al Hedison and Vincent Price, and concerns a scientist who becomes part fly while conducting secret experiments. **Adults Only (X)**

Wed, 17th. & Thu, 18th. "FRAULEIN" starring Dana Wynter, Mel Ferrer and Dolores Michaels is a CinemaScope and Eastman Color post-war melodrama telling of a checkered romance between a German girl and an American officer in divided Berlin. (A)

Fri, 19th. "CARRY ON NURSE" with Shirley Eaton, Terence Longdon and Wilfrid Hyde White as the stars, is a romantic, slapstick clinical comedy mimicking with much hilarity the procedure laid down by the average English hospital for staff, patients, and visitors. (U)

Sat, 20th. Children's Matinee. "YANKEE FAKIR" starring Douglas Fowley, and "SLEEPING BEAUTY" a Cartoon.

Sun, 21st. & Mon, 22nd. "SOME CAME RUNNING" starring Frank Sinatra, Shirley MacLaine and Dean Martin in the lead roles, is a CinemaScope and Metrocolor romantic comedy melodrama concerning an ex-Serviceman who experiences many emotional and exciting ups and downs when returning to his old home town. (A)

Tue, 23rd. "THE HUNTERS" starring Robert Mitchum, May Britt, and Robert Wagner is a CinemaScope and Eastman Color Korean air-war melodrama concerning an ace flyer's love for a weakling's wife. Full of spectacular thrilling aerial combat scenes. (A)

Wed, 42th. & Thu, 25th. "HORRORS OF THE MUSEUM" starring Michael Gough, June Cunningham and Graham Curnow is a CinemaScope and Eastman Color "Spine-chiller" concerning a homicidal journalist who makes his own sensational "copy" **Adults only (X)**.

Fri, 26th. "LIFE IN EMERGENCY WARD 10" with Michael Craig, Wilfrid Hyde White and Dorothy Alison is a clinical comedy melodrama based on a highly successful English T. V. feature and cross-sections hospital life. It contains many amusing and exciting incidents between staff and their patients. (U)

Sat, 27th. Children's Matinee. "OUTLAW PARADISE" starring Tim McCoy, plus "FIXER UPPERS" a Laurel and Hardy comedy.

Sun, 28th. & Mon, 29th. "CARLTON BROWNE OF THE F. O." an amusing and hilarious comedy starring Terry Thomas, Peter Sellers and Luciana Paoluzzi, alternates between a former British island colony situated in the Mediterranean and London. It pokes fun at the old school-tie type of diplomats. (U)

Tue, 30th. "IN LOVE AND WAR" starring Robert Wagner, Dana Wynter, and Jeffrey Hunter is a CinemaScope and Eastman Color melodrama following the fortunes during World War II of three U. S. Marines drawn from different walks of life. (A)

Wed, 1st. & Thu, 2nd. July. "SIERRA BARON" starring Brian Keith, Rick Jackson and Rita Gam is a CinemaScope and Eastman Color western powerfully acted and presented. (U)

Fri, 3rd. "MAKE MINE A MILLION" with Arthur Askey, Sidney James and Sally Barnes is a disarmingly ingenuous comedy concerning the T. V. industry. (U)

Sat, 4th. Children's Matinee. "REG'LAR FELLARS" starring Bill Lee, & "FROGS LIFE".

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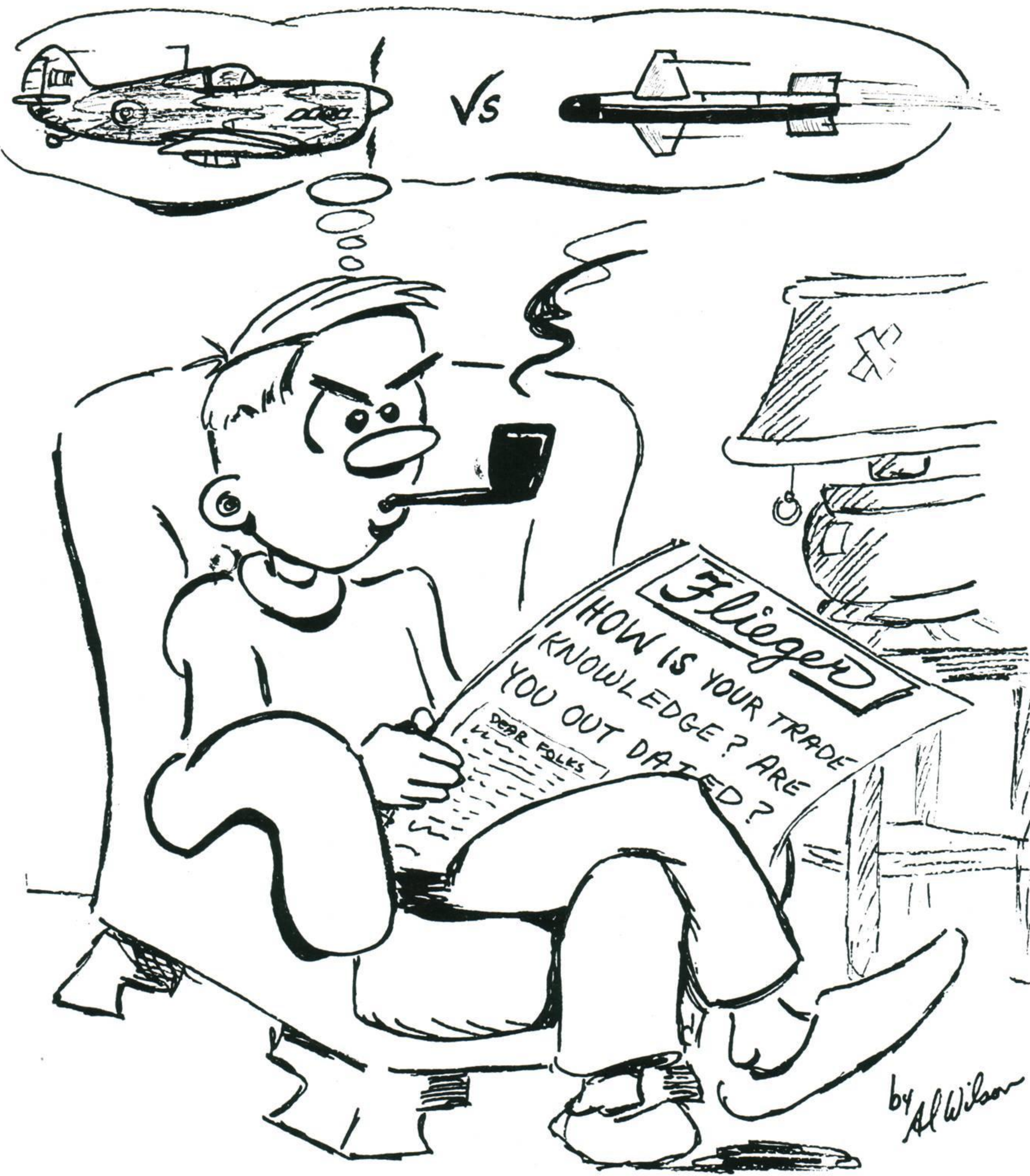
Photo: Marc Henrie

Eileen Elton

Eileen Elton is a 22 year old girl from London, England. She has played in many movies and should be seen soon in "Summertime".

Self Improvement

by F/L C. G. Burt



The RCAF is greatly interested in improving the calibre of its personnel. The duty of encouraging personnel to improve their trade and general educational qualifications is one of the tasks of the Wing Ground Training Officer. He — — — we must pause here, someone has asked a question, a simple one: WHY? Why shouldn't people be left alone? What business is it of the RCAF if I don't want to spend my time studying? How would — — — Take it easy! Before we go any further we'll answer the question and say WHY.

We can discuss the question from two sides — from your side and from that of the RCAF. As it's bigger than we are let's take the RCAF one first of all. The RCAF is being wise; though personnel improvement programs cost money it realizes it is money spent in a worth-while cause. It knows that as an organization, it can perform its appointed task only by being more efficient, more advanced, and by having a better spirit than any possible adversary. It appreciates more than anyone that a force which is only partly up to scratch, with out-moded weapons and personnel who aren't up to their jobs, is no deterrent to aggression. It remembers that the RAF and it turned back Hitler's Luftwaffe in 1940 mainly because they had better equipment and better trained personnel. Looking ahead it knows that the aircraft or missiles that will soon be part of its equipment will only be as good as the servicing behind them i. e. servicing by people who are up-to-date on their equipment. For example a technician who was a good Spitfire man in 1943 is no good now unless he has increased his knowledge and learned how to fix a Sabre or CF 100. As time goes on a Sabre man who has stayed technically stagnant will be useless. Therefore it is anxious to encourage improvement.

Many civilian firms, by the way have self-improvement schemes available to their employees. General Motors of Canada for example will pay up to \$ 250 a year under a tuition refund plan for all salaried employees wishing to further their education in spare time study programs. Under the plan eligible employees may take college level courses designed to maintain and improve their skills in performing work.

The RCAF has similar schemes, but they are bigger and better.

This isn't a one-sided program. You gain a lot too. You can put yourself into one of the following three classes:

- 1 Those who will stay as they are, probably never get promoted or increase their value or earning power.
- 2 Those who will study and keep-up.
- 3 Those who will forge ahead, getting quicker promotion, and better-paid jobs when they re-enter civilian life.

If you are in class one it's your fault because the RCAF's self-improvement schemes will help you get out of your rut, and at no expense to yourself. If you are the go-ahead type of class 2 and especially of class 3, you have a golden opportunity while in the service to make the best of yourself. The worthwhile goals of higher rank, better pay, responsibility more in keeping with your ability, can be reached without costing you a cent.

"Hm", you say, "fair enough. Tell me more. What is available?"

The answer is — — — a great deal.

First there are the courses run by the RCAF itself. They are the ones you hear most about and are the sort you get at the FTTU. Some apply to specific trades and are designed to instruct you on how to work on some new or modified equipment. Some, like the Supervisors' course are designed to help you make the most of your leadership potential. They are all good and you shouldn't pass up a chance to get on one. But that isn't all. You can go further and take courses from civilian institutions which will still not cost you a cent, yet greatly increase your ability as a tradesman. Wherever you stand, you can get ahead and the RCAF will give you every assistance.

Let's take a few examples.

Consider Airman "A", he says;

"I left school before I got my junior matric. While I can manage with my job now, I feel there is a lot more to learn about my trade which would make me a better technician, make me enjoy my work more, and maybe increase my chances of promotion. How will the RCAF help me?" Here is his answer. "The RCAF will provide you with: First, free correspondence courses in subjects like maths and physics which are essential for study in any technical subject. Then it will pay the cost of a course taken on a part-time or extra-mural basis which will increase a person's qualifications in his service employment. Some people for example take Radio Engineering courses through this scheme. — AT NO COST TO THEMSELVES."

Consider Airman "B", he says:

"I got my junior matric at school, but before I could get my senior matric and go to university I had to leave school to support my mother, brothers and sisters. I would still like to go to university, but I am a married man now and couldn't do it without financial help." The RCAF hasn't forgotten him. It will provide free correspondence courses to enable him to get his senior matric. It will then consider sending him to university not only at no expense to himself, but will pay him a salary while he is at university.

Take another person, Airman "C", he says:

"My son wants to go to university and when he gets his degree would like to obtain a commission in one of the armed services. However, it will be more than I can afford to send him to university." For airman C's son there is the Regular Officer Training Plan by which the Canadian government will cover a young man's educational expenses completely while he attends any one of the three Services

■ Dear Folks

I hope you can make out my writing this time. I've just come from our wing barbershop, and I have to stop and scratch every so often. I bet this is the only place in the world where you have to make an appointment to acquire the seven year itch. It's all for the best though, as the more hair there is down the customer's back, the less there is to sweep off the floor. One guy I know just about flipped his lid with joy when he looked at himself in the mirror after taking off his shirt. He thought he had developed hair on his chest, but it was just a handful of the stuff that had sneaked down from his head during a morning visit to the barber's.

The Air Force Police have a big campaign on against bald tires. I'm just waiting to see what happens when they see some of the airplanes. I counted nine sabres with bald nose tires the other day. (Those are the little ones in front!) There sure won't be much flying if the Traffic Board takes away the licenses of all the pilots who fly those things.

As you probably know from what I've told you, lots of things are cheaper here than they are at home. Some guys carry it too far though. I was over to visit this character in married quarters last weekend and he's got an electric train running around between four beer steins on top of his hi-fi set. I think his wife talked him into a lot of it though, as he seems a little hen-pecked. He wanted to go out and buy a couple of beers to bring home, and she went into a rage and said that she needed all the money to buy Hummels. I don't think I'll ever get married, especially over here, because there's so much red tape to go through. First of all, you have to be married by the local mayor. Then by the padre. Then I think you have to go up to Bonn and be married by the Canadian Embassy. Then the AOC comes over from Air Div Headquarters and marries you, and after all this, it's legal. The only other stipulation is that you have to own the woman for six months before you can take her back to Canada, and then you must keep her for a year before you can get rid of her.

I noticed by the calender the other day that my time over here is half over. That means that by this time next year, I should be on my way back home. I'll make sure that I get good and close to home this time because they have these posting preference forms here that you fill out and let them know where you want to go. Isn't that a dandy idea? I'm also looking forward to my trip home on the boat. There's a guy in the orderly room who says he can get me on the Homeric for five bucks. That's the best boat there is and it's usually reserved for higher ups like Sergeants and people like that.

It's time for bed so I'll have to sign off once again.

Your son and heir Elmer

Colleges (Royal Military College, Royal Roads, College Militaire Royal de St. Jean) or any one of 36 Canadian Universities. After graduation this young man will be granted a Commission in his chosen service.

These opportunities, which are merely examples, no doubt interest you. "What", you ask, "should I do to take advantage of them?" Again, the procedure is simple. You make an appointment with your Wing Ground Training Officer, who will discuss your individual case with you, and provide you with more details on each scheme. He will let you know if you are eligible for the many plans available and provide you with necessary forms etc.

There is only one thing the RCAF doesn't, can't and shouldn't do, — the studying. That is what you have to do. You must realize that there is effort involved — — steady, serious effort — — but very rewarding in the long run.

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419



SQN

by F/O Jerry Fink

The "Moosemen" returned from Sardinia on April 29, and due to a great effort put forth by groundcrew and aircrew, the results of the camp were very good. The armament staff put up a particularly good show. With poor weather to contend with we were first in rocketry and second in gunnery amongst the CF 100 squadrons.

However, on our return, something was missing. The "Moose" was worried and sullen. The Rug had been stolen. The bandits, seeing that Bruce was getting his dander up, relented. The affair ended in a wild goose chase about the Wing in pursuance of a series of little poems, which are related below. The Rug was finally found on the floor of the CO's office.

Roses are red, we hear you are blue
A bird in the hand is worth two in the stew.
If you want the rug you know what to do
Try the bunker nine door you might find a clue.

Excellent work, you are well on the track.
Now run along out to the ADF shack
If you are still in the mood to play some more,
Go see what's stuck to the glass on the door.

"You're doing fine" said the gal to the mayor
"Don't quit now 'coz you're almost there."
For the final clue try the number one cell
In Reimer's famous Crowbar Hotel.

This is it, you made it! Fret no more
Try the CO's office and look on the floor.

F/O Del Kellsey, the Defender of the Rug when it disappeared, has been dismissed with disgrace. F/O John Hogan, and F/O John Hundt have been appointed as temporary Defenders of the Rug, until the next meeting of the "Moose" Council.

On the day that 419 returned from Sardinia, we received

a gala welcome, part of which was a beautifully decorated cake, presented by the Wing. We appreciated the cake very much, and wish to say a hearty "thank you". Below is shown S/L H. Marsh cutting the cake with his wife, with a host of happy faces looking on.



F/O "Poos" Clark recovered from his accident in Sardinia very well and has been out of the hospital for quite some time now. Everyone is pleased to see him about, especially 419, and we are all waiting impatiently for those glasses.

419 has again lost quite a number of its members. F/O Bill Graham is now instructing at 2 AOS Winnipeg, Hal Cockerill is back on civvy street, and Harry Kelly is going to instruct on T 33's at Portage la Prairie. Recently F/O Harry Smith moved to the CF simulator, F/O "Ike" Eichel to Training Flight, and F/O Chmelyk is at Wing Operations.

Since the Physical Fitness team has been here there have been a lot of moans and groans; and no wonder, the things, they made a man do and the things they tell you about your physical shape.

Just before press time, a local exercise was held. It went very well, and everybody was quite convinced that it takes a lot to tramp over hill and dale for four hours or so. F/O John Hundt found it particularly difficult after he lost one of his shoes and had to walk most of the way without it. F/O Norm Henning stumbled into a barb-wire fence, and caught it with his nose. It is doubtful that he'll be able to pose for the press on his wedding day, June 6th.

New crews to join the squadron lately are F/O "Chuck" Irwin and F/O Rudy Tremblay, F/O Jim Cratchley and F/O Bob McKendry.

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chop 103 1/2

Rudy Tremblay

*"What you mean — for
Pete's sake?"*



chop 103

Chuck Irvin

*"That's not necessarily
so", says Chuck Irvin, a
graduate of UBC in En-
gineering Physics.*



Chop 106 1/2

Bob McKendry

*"There I was at 40,000,
and was that hand control
sloppy!"*



Chop 106

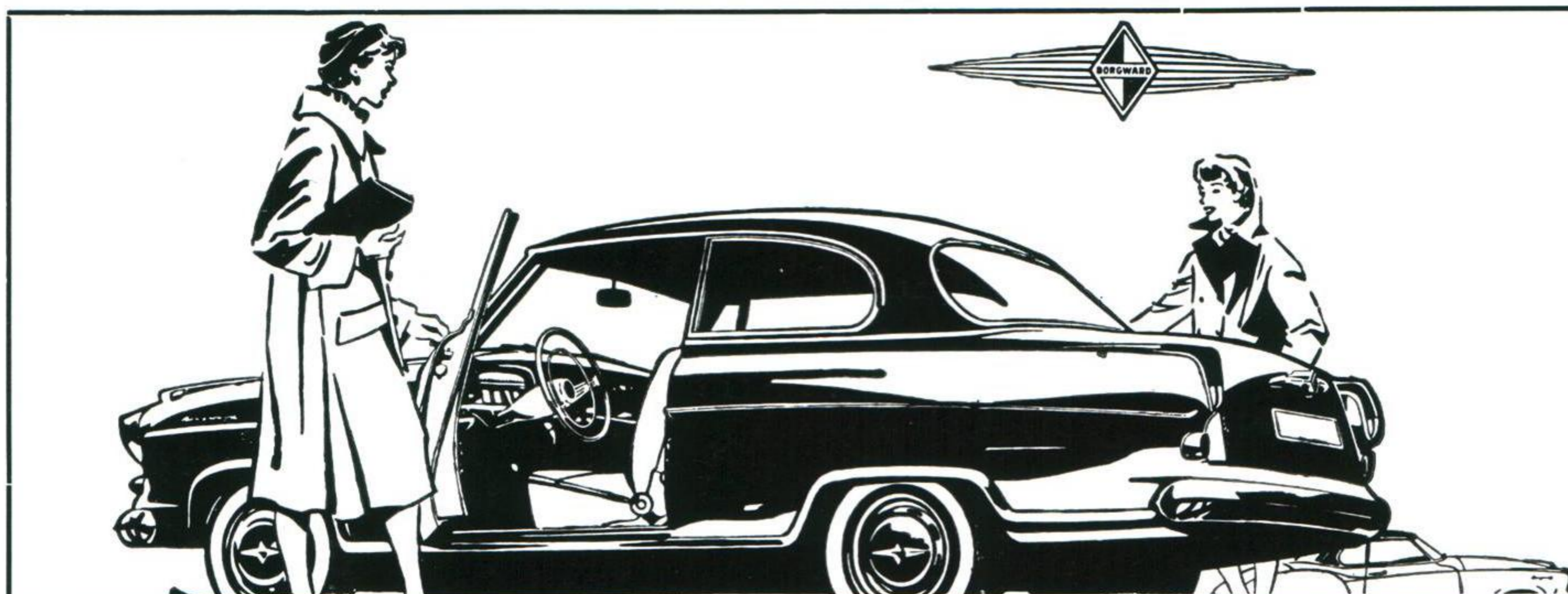
Jim Cratchley

The scowl is the thing!

Camping (continued from page 11)

Food is another item which you will do better with as you go along. It is hard to lay down hard and fast rules about what to take with you and what to buy on the economy. If in doubt take ample stocks with you. The items of food that you should be careful about are published in DROs at regular intervals.

It is to be noted that to camp in certain countries such as Spain and Portugal, an International Camping Carnet is required. This may be obtained from the Deutsche Camping Club. The State Tourist Offices of the various countries will usually be able to provide you with particulars of camping in their respective countries. Most countries maintain offices in London and English language versions are available from that source. M.



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Dispersal Digest

by Cpl Jim McGovern

Looks like Jim Wrean's house is gradually becoming a home for wayward boys. A few of the squadron's disturbers pulled the vanishing act with a couple of dozen of his precious eggs one night in the merry month of May, and then pulled the vanishing Jim too. The local war department was a little annoyed, but how is a guy going to buy a tent unless he sees a few of them first?

Congratulations to Gerry Stark on winning the jackpot at the corporal's club bingo. With the hi-fi high and the lights down low, the Stark household should be a good place to hold a small party. Just think how quiet the Wrean's ranch would be too!

We offer our condolences to Ernie Grasdale who is nursing an ulcer in the Wing Krankenhaus. They claim the only cure for this is a strict diet of Scotch and water, so cheer up Ernest old bean, — that doesn't sound too bad!

Cameron and friend can direct you to a good spot in Strassburg where they serve the most delicious eggs — a little on the old side but very tasty.

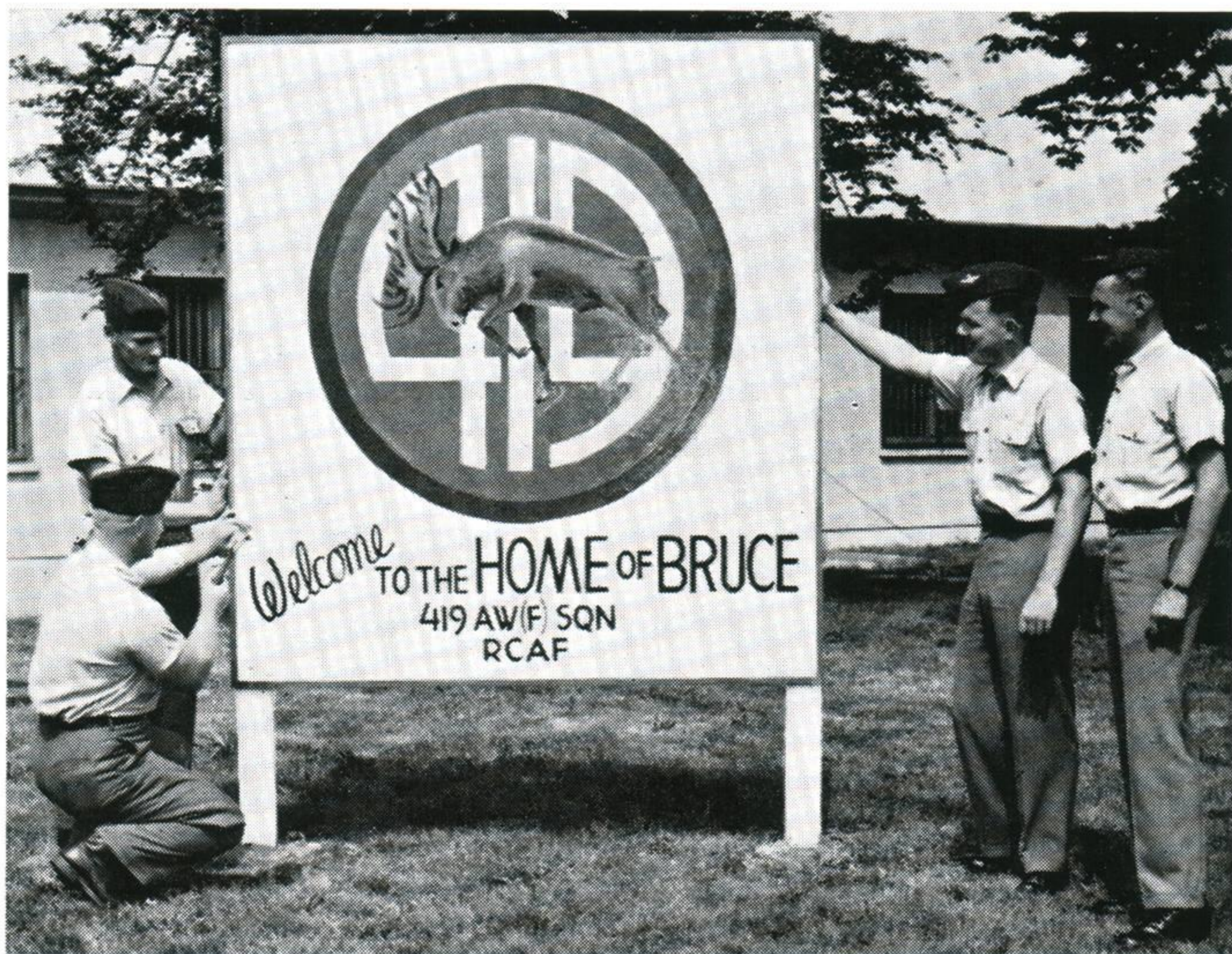
Jack Gardner has set up housekeeping in Bill Betts' Mercedes.

A superb bit of airmanship was executed by Hopalong Petterson when he made a high speed pass over the beer tables one Sunday in Rastatt.

Danny Marshall has taken a lot of kidding about his new scooter. Tell the boys about the time you passed the COGGOMOBILE, Dan!

Gerry Hansen has promised faithfully not to steal any more rig pins. Some guys will do anything! Bye for now.

A New Addition to Bruce's Habitat



Shown above is Lac McMullen, Lac Mulholland, Lac Robinson, and Cpl MacKellar putting the finishing touches to the new sign board in front of 419 dispersal.

422



Sqn

by F/O Wm. J. McArthur

Again "Der Flieger" is with us — though not physically — because we of 422 are presently soaking up a little Mediterranean sun. Many squadron personnel must often wonder why we, the air and ground crews, are transported with what appears to be monotonous regularity to Sardinia and Decimomannu. The questions of what we do here and why we have to come to Sardinia to do it are often asked. A cynic was once heard to remark that there is no answer to these questions, but I'm afraid this is not true. In the same way that an automobile must be run regularly to keep it in good shape, so must a squadron test and train for its various capabilities regularly, lest it become clogged up and inefficient. Being centrally positioned as we are in heavily populated Western Europe, it is essential that we make regular trips to designated areas to check and test our aircraft weapons and pilots. In this way, and this way only, is it possible to do our fair share towards maintaining peace and a democratic system of government, not only in Europe but also back in Canada. So although short separations (and they are short when you consider the navy!) may be inconvenient at times, the purpose and requirement is there.

While dealing with separations, it must be mentioned that the men were separated from the boys by the well-built 5 BX planners from Canada. It certainly came as a revelation to hear that F/O (I was wired by an F 86 D) Zinkan is not really as tubby as F/O (Straightwing) Lang. On the other hand F/O Lang did a prodigious number of sit-ups so what does it prove? Some people are tubbier than others!

On the sports field 422 has once again been prominent with several representatives on the Wing skeet teams. The annual shoot was held here recently and although conditions were not good we managed to capture seven individual trophies.

Surprise posting of the month was that of F/O Tom Jordsvar to the "scopes". We are sorry to see Tom go, but on the other hand it is our pleasure to welcome to the squadron two new pilots, Flying Officers Howard Luxton and Bob Dunn. Both of these officers have already been pencilled into the 422 football team which, by the way, shows promise of being even stronger than last year.

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This month's picture shows 422 sqn in a hurry. The pilots are dashing to their aircraft on being scrambled.

"Tech Type Times of 422"

Bono Giorno:

While we of the "Tomahawk Tribe" are putting our Jet Jockeys on the inevitable Victory Road in sunny Italy (and sunny it is), the care and protection of 4 Wing balances precariously in the hands of our compatriots of the Serpent Squadron. We hear that Triple Four is finally paying us back for the many "Zulu Switches" which heretofore have not been in our favour. Oh well, that's the way the ball bounces fellows.

All the interesting anecdotes regarding leave and travel will have to wait till the next issue of Der Flieger since it seems that quite a majority of our boys will be on holidays at that time. Of course down here in Sardinia there is plenty to write about, or maybe I should say to talk about and better **not** to write about, since it appears that a lot of people's inhibitions go down the drain while away from momma, and there might be serious repercussions if their various acts of sheer "boyishness" were to be recorded here.

Before going further with this article, we have a few new members to the tribe who have not as yet been formally introduced. Welcomes are extended to Cpls Hayward, Dodson, Lyka and Wood, and LAC's Coyne, Senier, and Vachon. Naturally, along with "welcome" comes the necessary tears of farewell and all the best wishes are extended to Sgt Al Tye who is going to take up residence at Stn Hubert. Good luck, Al, at your new station.

Flash! LAC Russell has requested that his achievements at the horseshoe pits back of "B" Flight be known far and wide. It seems that he can now be classed as a partner rather than a handicap as a result of his help in winning two recent games. He made one point in each game. Wonderful improvement Russ, keep up the practice, heaven knows you

need it. Still on the subject of horse shoes, Sgt Steve Popowich has suggested that Cpl Brown buy the cokes for all the guys in the tent and he'll cancel Brownie's debt. It would appear that Pop doesn't have much hope of ever collecting in full. His last number of cokes I heard was something just over 50.

Cpl Gordie Foster, under the able supervision of Sgts "Ben Hogan" Popowich and "Sammy Snead" Tye has been keeping the grass well trimmed on the fairways and greens adjacent to "B" Flight. It would appear though that he has a selfish motive. A word of warning to all personnel of "B" Flight: I overheard these three golfing enthusiasts talking one day and it seems the next fellow to step out of line gets nailed for "Duty Ball Retriever" for a week. Better watch your step fellows.

On the social scene, the squadron members enjoyed a Pre-Sardinia supper and dance held in the mixed lounge on Thursday 4 June. To sum it up, it was an unqualified success. Need more be said?

Before closing, I believe a few "bouquets" should be thrown to various sections who have given ample assistance to 422 in our efforts to get our a/c "Sardinia Ready". Naturally the hangar boys put forth a wonderful effort, but the co-operation of Wing Maint, Wing Telecom, and last but not least Wing Workshops, certainly has not gone by unnoticed. Thanks for your co-operation fellows. Mitch

Tomahawk Wives Talk

by Pamela McArthur

Party-wise 422 officers' wives have been unambitious during May; we're saving up for all those husbandless hassles scheduled during June while the lads limber up in Sardinia. They'll have to limber up because we'll have planned some lively vacations to take place immediately following their return. The Adriatic seems to be drawing many votes this year. Doubtless the men will want to go snorkeling and the women will show off the new Bikinis.

As there haven't been any functions at which to introduce our latest "newie", we shall hereby make known the presence of Mrs. Lyn Luxton among the Tomahawk types. Lyn deserves not only our welcome but also congratulations on the arrival (the stork finally found her here at 4 Wing) of young son, Kent, born Wednesday, May 20th. He was 8 lbs. 14 ounces and is doing his best to grow up so he can play with his three year old brother, Scott.

Condolences are offered to Mrs. Helene Morris who had a little trouble one washday early in the month; we trust there won't be any more hospitalizations resulting from disagreements with PMQ washing machines!

Readers are getting off lightly this month as we grind to a halt for want of news, but if parties, lacking the masculine presence can be exciting, then next month's column may borrow from space not required now.

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444 Ground Crew News

by LAC's Bob Harris Don Sinnema "Scoop" Hancock

444



SQN

by F/O Randall

To review the month of May is to look back on four splendiferous weeks so filled with activity, on the Squadron and the German Economy, that the month was seen to slip by as if but a few days.

With the peaceful summer upon us and no disturbing sirens blowing every other hour as we experienced in April, there was a general tendency for the squadron members to relax and begin enjoying their days off. The S. M. U. were found relaxing in the sun, (some of them I notice have lawn chairs), playing tennis, or indulging in the passive night life down town.

Inspired by the fine weather we found our Cobra pilots enjoying their week-ends in Garmish or Geneva with one motor-cade finding its way to Monaco for the Grand Prix. These motor-cades were mostly S. M. U. though, as our family members would much rather admire tulips in Holland or study roses in the U. K.

The beginning of the month saw F/O Chalmers back to us from his F. W. I. course in Canada, a successful course indeed. Why, Jerry came back so full of **Gen**, that he has been waking us up at three o'clock in the morning to tell us about it. Last month also saw F/L Frith absent for a few days attending an Air Ground Observer School course at Ramstein.

Once again May brought upon us the time to say good-bye to one of our well known drivers. F/O Ron Clarkson who had been with the squadron since the disbandment of 414 was liked and respected by all. The members of Triple Four wish Ron and his family the best of luck in their future.

Losing one member the squadron gained two newies F/O Pete Davis and F/O & Mrs. Clem Toner. We sincerely welcome them to the squadron. We also gained a Flight Lieutenant last month; F/O Jack Aiken received the promotion. Rumour has it that we may lose Jack to the mahogany competitor in the future.

Things are looking up in Cobra Crescent. We are thinking that this tour at the Tip Tank Squadron may not be so bad after all. Not only does one obtain fifty hour months, but it appears that the RCAF is supplying feminine companions for the summer as well??

No new kinder on the squadron this month but an ex-member saved the day, F/L & Mrs. Harrison becoming the happy parents of a young daughter, Deborah Louise.

Since there are no sports to report we will say "auf Wiedersehen". In closing we would like to wish 422 lots of luck in their Trophy shoot at Sardinia.

Well, here it is "Flieger" time again. The base-ball season has started again for another year with 444 entering a team in "B" or is it "A"? Oh well, I will have to ask. Cpl "Bill" Heslop figures he has had the shortest career as coach in base-ball history; he was appointed to the most honourable position one day and then lost his team the next. Never mind Bill, I'll see if I can get a spot for you. Anybody need a good "Watter Boy"?

Our first game got underway with LAC "Jerry" Letarte pushing the first ball out of the park for a home run off Sgt "Speed-ball" Banier, and LAC "Golden Arm" Zielke pitching us to a 17-3 win over the sergeants' contribution to the league.

Hangar - This month has seen a lot of changes made down here in "Panic Ville". Cpl. Jones and LAC's Mitch Mitchell, Nutsy Gill, Rex Young, Dick Gelinas and a newie on the Sqn, LAC Litousky have gone up to that sports field they call a Dispersal. In turn we welcome Cpl Cassidy, LAC's "Shiny Boots" Davies, Wally Chamberlain, "Patty" Bohan and Jack Cryderman (who said that guy couldn't play darts?).

Speaking of changes being made, Nick the Greek Stoliar (you know that little plump fellow in the tool crib) has finally decided to go on a diet. Yep, he's going to try and shed some of those excess LBS. It's O. K. chubby, I'll try to drink your share of that fattening German bier.

We had a little session in our tool crib awhile back with LAC Von Zielke keeping us entertained with his endless supply of good clean wholesome jokes. He even gave Jim (Beaky) Naso a hard time. The only time Jim got a chance to tell one was when Zeke left to do some personal business.

LAC "Leaping" Fortin is walking around with his hand in a cast. Somebody told me his landlady grabbed him, but that's rather hard to believe.

Cpl "Tom" Lawson and LAC "Ron" Honey have remustered to Air crew. Right now they are taking their link training by flying kites around PMQs. With lots of advice and no help from your neighbours you fellows might just make it. Say, what the heck do you guys use those flashlight batteries in the tail for? It will fly without them!



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LAC "Keith" Toffelmire had the chance of a life-time to buy a certain car out by the main gate. He went back to the bank to get the money and by the time he hustled back out, there it was . . . gone. Well, better luck next time Keith.

By the way who is that single chap who is giving up his bed in the barrack block for the back seat of a convertible behind the Cpl's club? I don't suppose you know him, do you Don? . . .

As we look up at a bright sun in a clear German sky we slowly let our gaze drift over the barbed wire fence toward the old River Rhine, but alas the blessed invention (namely ZULU) keeps us confined to the company of the Sabres. Here at the Dispersal we are having our share of extra Zulus due to the fact that our friendly neighbours 4 choo choo are leaving for the Sunny South. Best of luck down there, fellows, let's hope your 4 Sabres are still serviceable.

Before going any further with this sheet of gossip we would like to say a great big thanks and give tip of the hat to LAC Frank McNeil who has been writing this article in the past months. Hope you enjoy your stay in the land of the dart board, Frank.

After waiting a life-time it seems we finally saw it happen. (Several old timers fainted.) Looking out through the tent door, what did our wandering eyes behold but the drivers parking and refueling a/c. Guess it brought back some old memories to some of you ex-ground crew, eh? Never mind you can do it any old time, we will never object.

News from the Shack Lac "Wally" Walach has had 14 days rest. That compulsory leave is not the answer, eh Wally?

Cpl "Maurice" Filiol is trading his Hillman in on a bicycle; is that right Mo?

MacDonald is on the wagon.

"The Hat" has been fairly quiet lately, which is a blessing to all.

Cpl "Angel" Addis claims it's those parties that make him so tired the next morning. Now Ken, we all know the truth.

The office is back in its old state now that Uncle John (the Growler) is normal again.

Down in the flight of volley balls and flower gardens ("A" flight) we find a vacant feeling in the old tent. Could it be the absence of Sgt Jones who has gone back to that

land of round door knobs and expensive booze for a little while? Best of luck on your course there, Sarge. Taking the place of the growl there is a new sound in the tent. Thump! Thump!

It has been reported (true or false) that Sgt Vikse is getting his phone moved out to the volley ball field.

Claude, how in the world did you manage to get that extension? Friend of the Wheels?

It seems that some people are having trouble finding a gas mask. What do you say, Stevenson? (Sir). When playing volley ball how come Brimacombe always gets confused which is the ball and which is not. How come the Matey twins were separated at six in the morning just because of a mean old set of guns. It seems that every one is getting lots of sleep now that "Red" has sold his drums. We hear that LAC Frank Gill is going to try the English Channel next.

Another newee to the Dispersal "Rex" Young, wants to go back to the hangar, claims he is working too hard. Well, if Bing Crosby can't do anything about it with all his millions, why should you worry Ken? Ram, how do you like that white collar job. Pretty nice eh? Sorry to see you lose that nice job, Wolfe, but these things happen you know. At least you missed all the trench digging. Say, Leo, small guys should be more careful when playing ball with big guys. To our ex-writer Frank McNeil why not stick to aircraft instead of trying to promote guitar players.

This is about all the news and gossip from "A" Flight so we will now leave the volley ball field to go to the horse shoe range.

From "B" Flight it is time once more to say a friendly "hello" and to bring you up to date on the latest gossip around this little hard working circle of ours. Two things are against us in this flight this month. First of all every one has been keeping on the straight and narrow so well that it is almost impossible to find any gossip whatsoever. And secondly the dead-line came up sooner than I expected so there may be a lot of things that I have missed. Oh well, there is another month coming.

We of "B" Flight wish to offer our sincere thanks to "A" Flight during the last Zulu for the use of their Volley ball court. Thanks very much, fellows. Maybe next time we will consider letting you use our horse shoe pit.

It seems that so far this season 444 is off to a better start in soft ball than we were in hockey. Let's keep it that way fellas.

I got quite a surprise a few mornings ago when I went to the Zulu Hangar and saw this leopard crawling around the wing of a Sabre; to my relief it was only "Don" O'Toole wrapped in a blanket. Reading "Peanuts" lately, Don?

You would think that all the guys on 444 are on a diet by the look of those sandwiches we have been receiving lately.


I wonder if LAC Backstrom is joining Hopalong Cassidy's fan club. Every time I see him he has a BB gun in his hands.

Sgt Myles is sporting around in a black Volks. New car or new paint job? By the way, Sarge, not so early in the mornings eh? We'd like to get SOME sleep.

We haven't been digging any fox holes lately. No space left I guess.

Well, I reckon we will have to say "so long" from "B" FLIGHT for another month.

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Wing Maintenance

by Sgt Lowdon

It looks as if we will just be able to make it with a few lines from the Wing once more. We wish to bid farewell to F/O Brotherton, who is now on his merry way to AFHQ, and to Lac Marceau whose new residence will be in the neighbourhood of St. Hubert. At the same time we want to roll out the welcome mat and extend a friendly greeting to a few of the newcomers, — Cpl Davis from Rivers and Cpl MacCoy from Bagotville. Also to Lac's Luchack and Warren from Namao and Lac Lock from Sea Island.

Cpl Davis has already had his initiation or whatever you may like to call it over here. It seems that he moved into his apartment in Baden and the same night had his car stolen. It was found again in Baden, 60 K's later, damaged only to the extent of having had the wing window bashed in to affect entry. We hope that is the end of your bad luck here.

There is a rumour running rampant in the hangar: (it must have been kicking around for a long time because it has only just now come to my attention) — that wedding bells are not too far in the offing for Bill Ritchie. Ida, I believe is the name of the happy lass. Perhaps we will have more dope on this for the next issue, and what could be more dopey than announcing one's intention of getting married?

Cpl MacNutt put on quite a display the other day with his flush rivetted, four wheeled, two toned, super-sonic Opel complete with electrically operated vacuumatic assisted gear shift. By gosh, it is positively amazing the things that you find on these new fangled horseless carriages these days.

A few days ago the fire fighters were down to our platz on a business call and put on a good demonstration of their equipment. They really didn't mean to fill the T-Bird with foam but somebody couldn't find the shut-off cock. That stuff sure didn't leave much room for the fire.

Well, that is about all I can find around the hangar floor, so now I'll call on Jack Glover for his version of the goings on in and around the Inst and Elect Section.

We fell down on the job last month and failed to make the deadline. Here's hoping that this will get into print for this month. First of all we would like to welcome new faces to our section. Cpl Stroud came from Rivers. Ken has his family with him and they are living in Baden-Baden. Lac Locke is from Sea Island, is single and living in barracks. They have adapted themselves quite easily to the way of living over here and we hope that their stay will be a pleasant one.

We will be saying "goodbye" to a few of the fellows. Someone else will be wielding the pen as reporter for this section as I am on my way to AMC. Also one of our star hockey players, Pete Chaluck, is leaving us for ADC. It is questionable whether he is going to take a bride with him or not, but the signs all point in that direction. Norm



Pack Scouters' Course

The second preliminary course for Pack Scouters was held at 4 Wing 1-2 May and attended by Scouters from all Wings and Air Division HQs.

The interest shown by the group which participated in this basic leaders' course is an indication of the interesting activities carried out by the Maple Leaf Group of the Boy Scouts Association.

The course leader was Cpl. L. G. Pickard of 2 Wing assisted by four scouters and three scouts from 4 Wing.

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Short is heading for 6 RD Trenton. It seems that the old proverb is repeating itself, "A criminal always returns to the scene of his crime".

Cpl Garry Swinamer, another of our hockey stalwarts, has been cleared and is on his way to Gimli, Manitoba. He will arrive there at about the right time to do battle with the fish flies. Those of you who have been at Gimli will know all about that. Len Barr will be on the high seas in another week, heading for North Bay and he will be getting introduced to the CF 100 as well as the Shad flies.

In passing over scraps of news, we should say congratulations to Bill Conn on his promotion to Sgt. It is a battle now, in the section, to get the only chair. With three Sgts it's a case of the survival of the fittest and Bill is the only one on the 5 BX plan, so I'll leave it up to you to guess who gets the chair. Also congratulations and goodbye to the now FS Chuck Browning on adding his crown to the three stripes and being transferred to St. Huberts. Also going from the Instrument Section is Cpl Al Turner bound for someplace in Canada called AMC. Both he and Chuck will be missed on the curling rinks next year.

The Electrical Section enjoyed a mixed party at Sandweier on the 16th of May. A good time was enjoyed by everyone, thanks to Norm Haney and his partner in crime, Lac Ronnie. It was a bang-up party. We never did find out why Bill Conn's car wouldn't start; in fact it's a bit of a miracle that it ever starts.

So much for the wire pullers and clock winders. Now we will call on Harvey Brown to give us the low down on the Safety Equipment section side of the world.

For last month's article your SE reporter was in southern climes and was so enthralled by Sardinian scenery that the Flieger was forgotten. Upon my return, a rest trip to Holland was taken to catch the last of the tulip spectacle. Even though it poured rain while we were in the Keukenhoff Gardens, we thoroughly enjoyed ourselves.

In our welcome and farewell corner there is welcome to Mrs. Bill Madore, ACs E. Drachenberg and R. Wilson from Aylmer and to Lac C. Lindstein from North Bay. We hope you enjoy your stay here. Departing are Ben and Mrs. Benoit and family. Best wishes for health and happiness in your new home. If they toss for coffee in your new section Ben, we hope your losing argument as to who will go get it, falls on more receptive ears than ours.

Don MacDonald's poor luck streak seems to be continuing with both Marion and young Bruce on the sick list for a while. Better times ahead, Don.

At a recent going away party for Tech Services and Maintenance personnel, Harry Ruggles was presented with a beautiful beer mug, suitably engraved. It now has a place of honour in his office.

Last but not least we swing over to Wing Training Flight and Cpl Ducharme.

Congratulations are in order for Lac Martin who is the proud father of a baby girl. We have a newcomer to our tent known as Eely Haines who has already found himself a Fraulein in Rucchie and seems to have an awful time catching the midnight bus back to camp. He can't seem to get it in his head that Fasching is over.

Ali "Chatterbox" Barrilla talks a good game of horse-shoes but always ends up tossing old tires. We had an instrument hand-over parade when Lac Griffin took over the helm from Johnny Weedon. Snoopy "Mk 2" Weatherbie had the misfortune of injuring his new Volkswagen. He just can't seem to get used to the back roads in Hugie.

We have a new canteen steward in the person of Steady Steadman who is really making a go of it. He seems to think that we owe 25 c a payday, some sort of a tax for the use of the cooler. Cpl Alp is busy stringing extra clothes lines these days, wonder what is in the offing?

The Hawaii Bar has hired Boots Boutillier as an extra barman. They figured he might as well be doing something useful rather than just sit around there all the time. Smiley Wyman seems to walk around holding tightly to his hips and never seems to want to sit down, maybe due to the reclining seats in his new Opel. Anthill Lafleche seems to have found a new breed of ants that are really scrappy. We welcome back Tee Off Pacquette who has returned from sunny Sardinia. That seems to be all for now for our gossip column.

CE Section

In the past there has never been too much said or reported about the CE Section. We will attempt to add a line or two periodically to let you know we are still here. For the present, and for those who don't know, here is a breakdown of the personnel and the positions they hold.

At the helm under the CTechSo are the SCEO, in the person of F/L JW Johnston, the asistant SCEO, Herr Wieck, and their right hand man, WO 2 Jack McKay. At the front office we have Herr Schaefer and staff on accounting and personnel, with Sgt Ed Clarke handling the works control office.

In the shops Sgt Murray Fulton and Cpl Johnny Taylor handle the grounds and carpentry respectively. Heating comes under the jurisdiction of Cpl Don Davies. Plumbing, POL & Water Supply are directed by LAC Roy Marsh. The painters, all thirty or so, come under the capable supervision of LAC "Blacky" Blacket and Herr Ziegler. In Electrical there is myself, Sgt John Pardoe, with Herr Eckert on my right. Those associated with the messes should know Dick for his lighting feats. Last but not least is the CE Store under the capable hands of Cpl Brian Mooney and Herr Jung.

The strange looking Vans, you will see in the near future, winding their way around the station are the Preventive Maintenance Vans to take care of those incidentals such as broken switches, leaky taps, sticky doors, broken blinds, etc. This will in time eliminate the necessity of phone calls to have those small items fixed and will greatly assist in speeding up the larger projects. There will be more on this later.

Shortly after this edition we will lose three capable bodies. Sgt Clarke to marriage and then to the Support Unit in July; Cpl Johnny Taylor to 2 Wing; and LAC Roy Marsh to Canada. We wish the best to them at their new stations. The last of our news is the departure of our CTechO W/C Winter. His absence will be felt by the personnel of this section, and we can only say, not goodbye, but Auf Wiedersehn to him and to his charming wife, and best wishes for a happy tour in Ottawa.

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Soellingen Sally Reports

by Laurie Morris

A few more days and summer will be upon us; I hope it will bring warm and sunny weather. I still think that we should get together either to have a weiner roast or a hay ride, — this month would be a good time, because I'm sure that most of us will be going either south or west during the next few months.

Welcome to LAW (Mrs) Warren who comes to us via Stn Namao. She is attached to the Supply Section and her place of residence is 14 Inselstr, Baden-Oos (anyone interested in a home-cooked meal?) A new arrival to the hospital staff (not via the newborn list) but from Stn Aylmer is AW (Jo-Anne) Couture. I wonder if she will follow the footsteps of the other airwomen from the Krankenhaus.

In last month's Flieger I mentioned that Marlene would be getting married sometime this summer. She took my comment to heart, though sooner than I said, and decided to tie the knot during the long week-end of last month. To our newly married couple, we wish many years of happiness (perhaps a little league of either basketball or baseball players).

Our little Scotch girl, who needs no introduction, has lost her heart not in Heidelberg but right here on the station to a charming young airman. Congratulations on your engagement Ida and Bill; please don't forget to let me know the date of the big day. So this once again puts the hospital in first place for the wedding march.

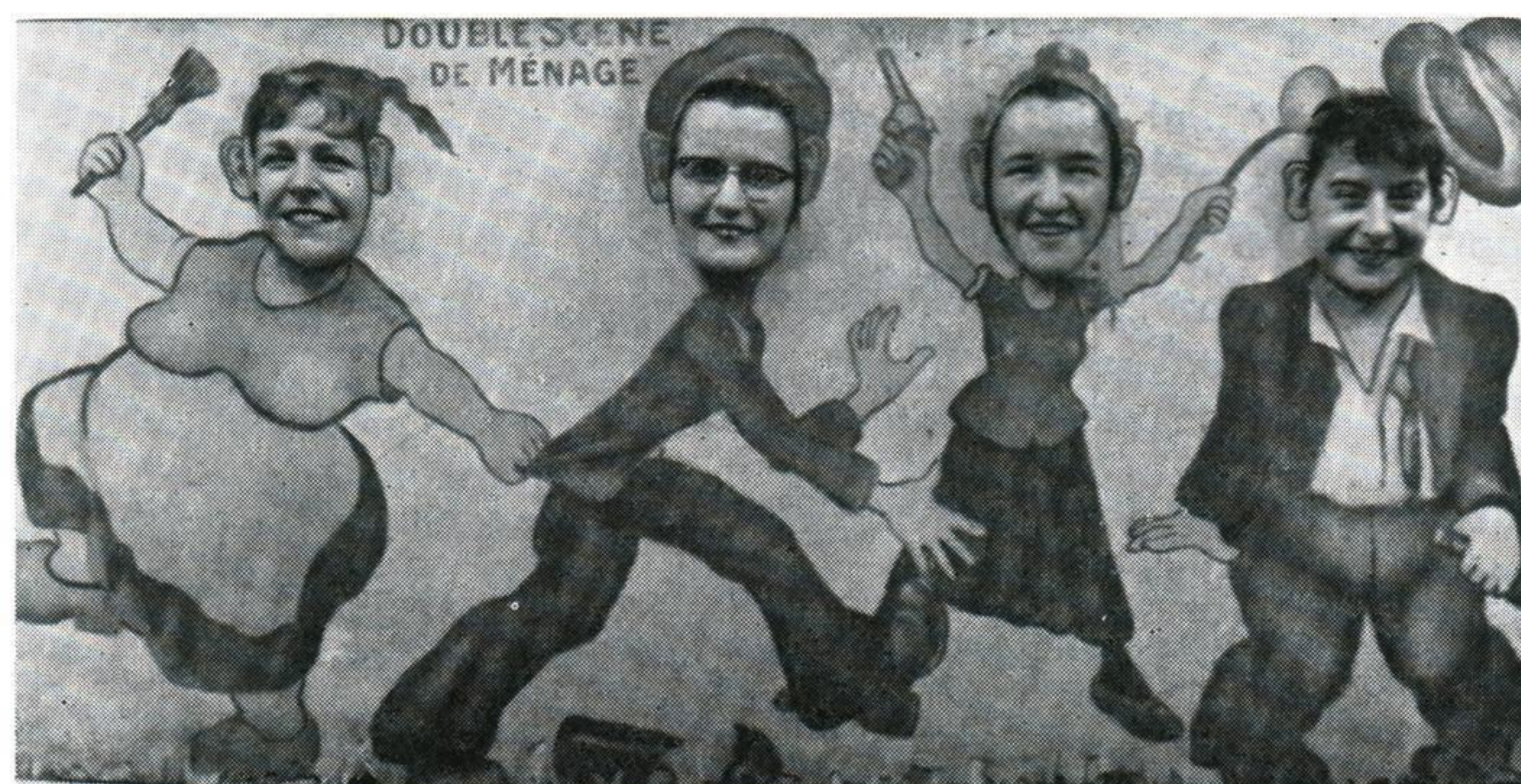
Whilst on the subject of matrimony and love, I must add a little bit of news from Angel and Ken. So far there is no whisper of separation or divorce, but just the other morning I was almost led to believe that it was the end of a small family quarrel when I saw Ken with his hand broken. With relief I found out that he had injured his hand while playing ball, — well, that is what the little woman told us.

One morning you wake up, feeling bright and cheerful but as you walk down the hall, toothbrush in hand, your day becomes a nightmare. There before you stands an airwoman with hair as white as snow. You blink your eyes, and rushing past you goes another one with dark curly hair trimmed with blonde stripes. But then you think to yourself, it's not really so, you just imagined it. Then comes dinner time and in the mess hall there they are with the same colour hair as in the early morning. But then you notice other airwomen have the same idea for a hair-do. 17 B have also taken the fad to heart, but they only had a rinse. This reminds me of my High School days when we wore one yellow sock on one foot and the other sock was either green or red, — horrible colour! But to be truthful it does look different and rather nice.

General Gossip: We're still waiting for the baby budgies to come, but as yet there is no sign of their sweet chirping. We are looking for a capable airman, who would be willing to work in the evening. What we require him for — — is to make a cement base for a sink, to be used as a decoration in

the form of a flower vase. If anyone is interested he may phone 80 and give his qualifications to anyone there. Terry and I have a wonderful recipe to make fudge. You take about half a pound of butter, as much brown sugar as you can afford, milk to your desire and stir at low heat, — if you're in a hurry high heat may do. Before you take it from the pan test in a glass of water, — it is always better to wait until the water settles, — and if small hard lumps result, it's time to pour it into a butter pie plate (if you have another plate it will do). Let sit for awhile in freezer, then remove and eat with either a large or small spoon. If you follow this recipe step by step, you will get a fudge that is heavy and sugary everytime. Caution! Anyone interested in trying this, would be well advised to make reservations for a room at the hospital, — just in case.

That is all for now, see you next month. By the way girls, if you have any news that would make the headlines please let me know, there is nothing like a little bit of gossip to make a good article.



Some of our girls visited Metz last month, and being in France decided to go bohemian. Above you see the result.

Climatological Summary for the Month of May 1959

TEMPERATURES	1959	1958
MEAN MAX	71	72
MEAN MIN	46	48
MONTHLY MEAN	59	60
HIGHEST	80	81
LOWEST	35	35

PRECIPITATION

RAINFALL	1.32	4.57
GREATEST AMOUNT FOR 1 DAY	.60	1.64
	(30 May)	(6 May)

1.32 inches of rain is the least amount of precipitation measured during the months of May for the past six years.

OPEL Olympia REKORD

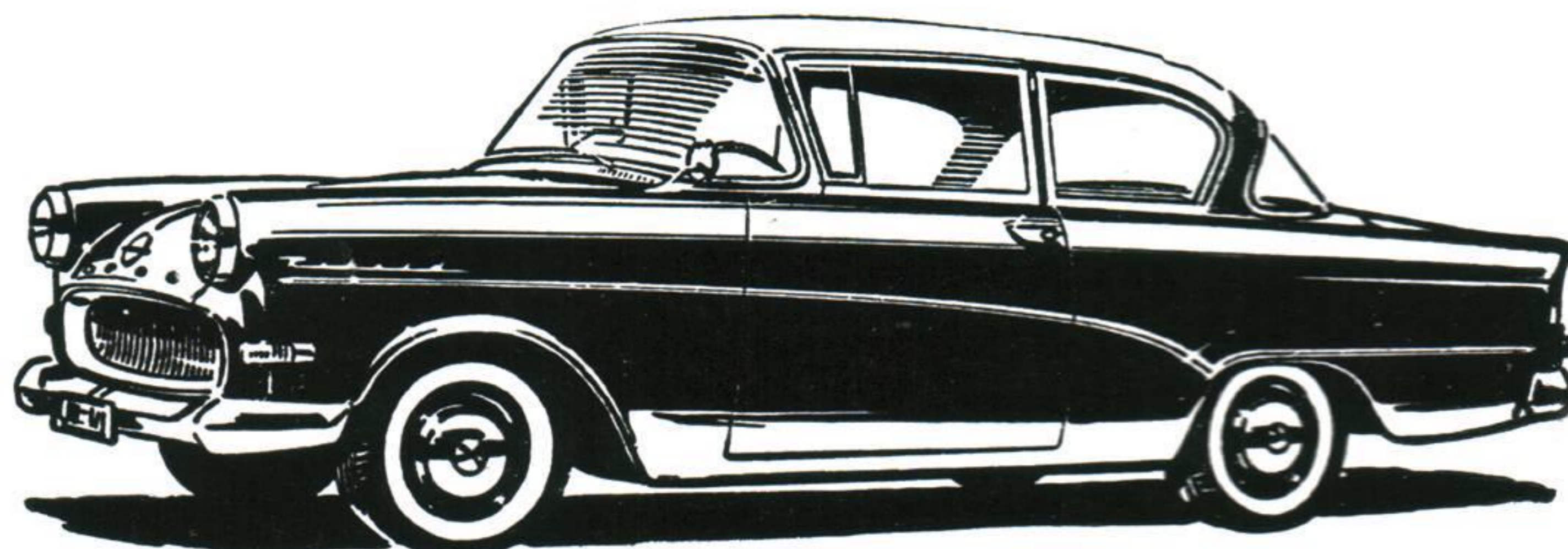
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Supply Section

Here we are, members of a good sized section and no one has any news. What seems to be the trouble? Surely everyone hasn't a guilty conscience. Well I'll let go with what I've got and try not to tread too heavy.

First off in the travel department we have Dave who is still doing a little. George and Frau are back from their little jaunt and I wonder if he liked what he saw. Ken King and Earl Moodie are away complete with rocking roof rack, but maybe not as alone as they would like to be. In the ambition department we have Don Cormier who, it is rumoured, is learning French the easy way. The wanted section has only one entry, that of a Sergeant who is still shaking his head and looking for a parking space.

The latest from the R & I has it that Jeannie is really a red-head, — the effect of the sun shining on it, or so she claims. I'm glad that visit to the Friseur wasn't for nothing anyway. Poor Morris is getting a little empty headed what with all his trips to the dentist. He thinks he passed his qualifying exams at any rate. We wish him luck on that score, along with the others that wrote. A man who's really on the (ping pong) ball these days is good old Al. Apparently that transfer to Telecom was not in vain.

Our section party held in Rastatt's Gasthaus Lowen on Friday the 29th was a real humdinger. Old Art certainly had a good opportunity to exercise his lungs, which I think he was looking forward to. As for myself and the others who are departing I want to thank the Section and particularly the entertainment committee for a real good time. Those mugs were just the ticket. Those departing in June are namely FS

Kennedy and Betty Pirie. Have a good trip and take care of yourselves at your new locations. It won't be long before we'll be there with you.

Now comes the part of the column everyone looks forward to (with a sneer.).

Heat Madness

Summertime is here again, my favourite time of year,
With next to nothing bathing suits and ice cold cans of beer.
Mosquitos, sand flies burning heat combined for your

[delight,

You sweat a river all day long and pray for cool of night.

You get your sun tan from a bottle, put on by the quart

Then have your sun-burn slapped by someone in the name

[of sport.

You get your top knot trimmed off short, your ears are even

[lower,

Then comes the question of the year, who hit you with the

[mower?

You take up swimming once again to prove you're not so old,

Then wish to heck the next a. m. you'd never been so bold.

You start in on a diet, fresh fruit, greens galore,

And start an inner riot, this time you're really sore.

With that we bid farewell and good health.

J. H. C.

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ENGLISH SPOKEN! ON PARLE FRANCAIS!