

4 (F) WING (RCAF)

Schwarzwald Flieger



The Bodensee

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4 (F) WING RCAF



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## RCAF News

### F 104 C For Air Div

The Canadian government has decided to equip Air Div with the Lockheed F 104 C Starfighter. The aircraft will be produced under license in Canada.



The F 104 C, now in operational service with the USAF and chosen by West Germany for its Air Force, is a fast and versatile plane. Sometimes referred to as the "missile with a man in it", it holds the world's speed record (1404 mph) and the aircraft altitude record (91, 243 ft). It has also established seven time-to-climb records.

The F 104 has multi-mission capability. It can be used as an interceptor or fighter bomber, with all weather capability, and as a reconnaissance aircraft.

A London "Sunday Express" report states that the aircraft will be used in a strike role.

One news bulletin has estimated that it would take the best part of two years to produce the first aircraft and a further two years to completely re-equip Air Div.

### Last of the Lancs

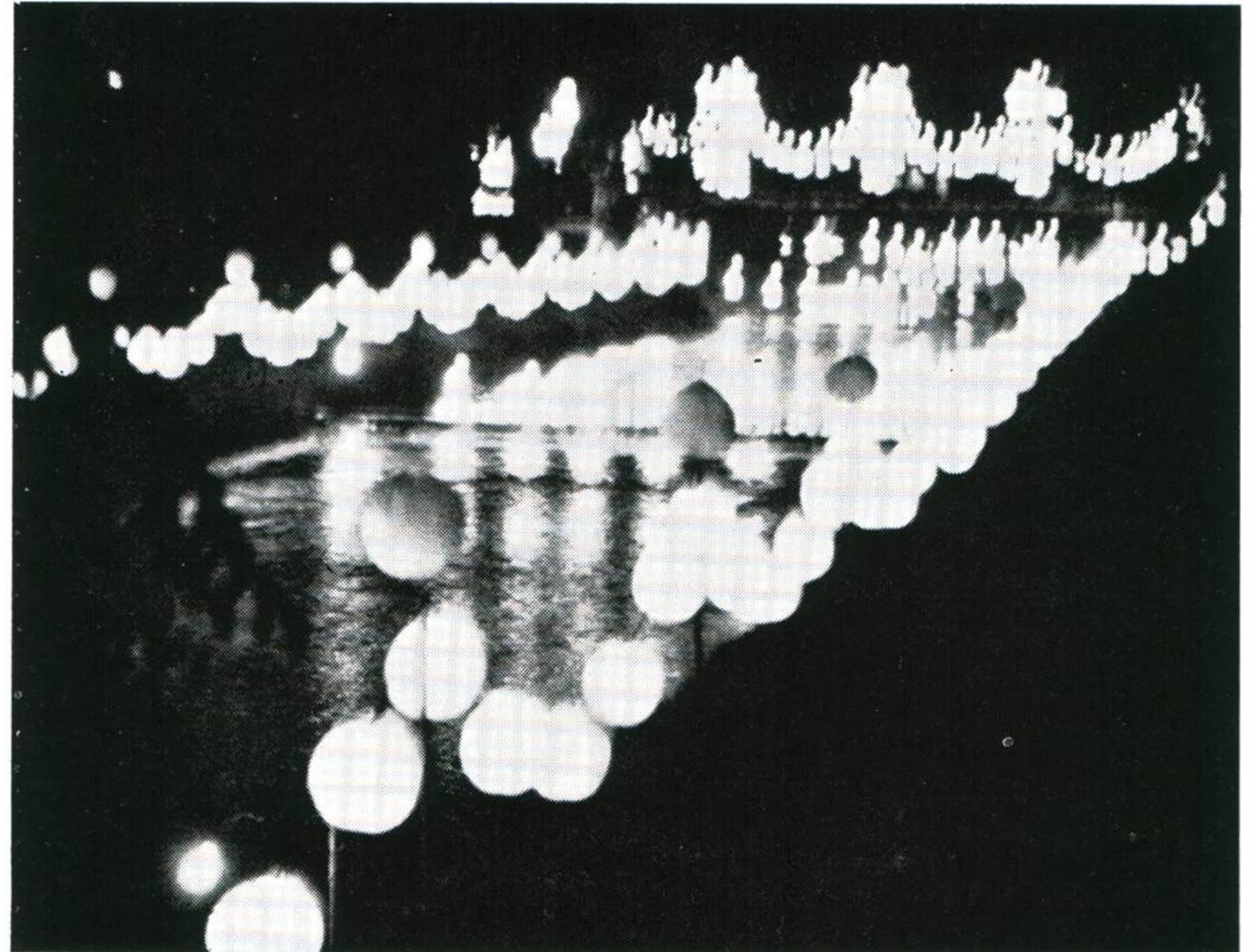
The last Maritime operational Lancaster aircraft, one of many that had fought its way through enemy fighters, anti-aircraft fire and bad weather during the Second World War has been retired from its submarine hunting operations. The retirement was carried out by 407 Squadron at RCAF Station Comox on Vancouver Island from where the Lancaster was flown to Calgary. This does not mean, however, that the Lancaster is being retired from the RCAF. It is being used by 408 (Photo) Squadron and in search and rescue.

### Storm Disaster

In June a violent storm struck the Gulf of St. Lawrence. Fifty fishing vessels from New Brunswick which had been lured out to sea in threatening weather by the best salmon run in ten years were caught in the storm. Thirteen fishermen are known to be dead and twenty two others are missing and presumed dead. The RCAF took part in the search for survivors.

## Forthcoming Festivals

In the next couple of weeks two events will take place which should be of interest to 4 (F) Wing personnel. On 26 July the annual "Grosse Allee- und Oosbeleuchtung" will take place in Baden-Baden. This is a fantastic sight which should not be missed by personnel during their tour at the Wing. In the illuminations the entire Lichtentaler Allee, after dark, is closed to traffic and the whole area is lit up with coloured lanterns and electric lights. The thousands of people who throng to see this colourful and dazzling sight carry



*The Oosbeleuchtung*

tiny personal lanterns with them and their tiny moving lights add more charm to the enchanting scene.

At the beginning of August Bühl will stage its annual Plum Festival. An intriguing part of the festival consists of a parade which lasts for well over an hour. The glittering procession includes groups from many cities with their colourful costumes who stage exhibitions of their own local folk dances, and a float which is one mass of flowers on which the Festival Queen rides, enthroned on a horn of abundance. Last year other attractions, apart from the parade, included a wine village where you could sample local wine and keep the engraved glass as a souvenir, and illuminations and water displays in the town park. Similar attractions are expected to be organized for this year's festival.



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*The gardens at Mainau Island*

About four hours drive from the Wing lies an old, unspoiled and undamaged part of Germany which can lay claim to being one of the most picturesque parts of Europe. This area which is known as the Bodensee, or Lake of Constance, as it is sometimes called, is occasionally referred to as the German Riviera. The comparison is apt in many ways, for the Bodensee is a lovely stretch of water which offers very good boating, fishing and swimming opportunities; it has a milder climate than the remaining part of Germany and subtropical vegetation can be seen in parts of its countryside and gardens. This area is well worth a visit and could be covered easily during a long week-end.

The Bodensee is the largest lake in Germany though it belongs to three nations. Most of the northern shore is in Germany, much of the southern shore is in Switzerland, and the south-eastern part is Austrian territory. Its whole shoreline offers an attractive view, but the best is that seen from the German side, where the eye can feast on a combination of the peaceful lake and the high mountains of the Swiss side beyond.

Around the lake lie towns which are a tourist's and photographer's paradise. Uberlingen is old yet very clean. Referred to as the German Nice, it has lovely flower covered parks, many of which border the lake. Meersburg is a charming little city, with delightfully quaint little streets you



*An old castle at Mainau, now a gasthaus*



The

# Bodensee

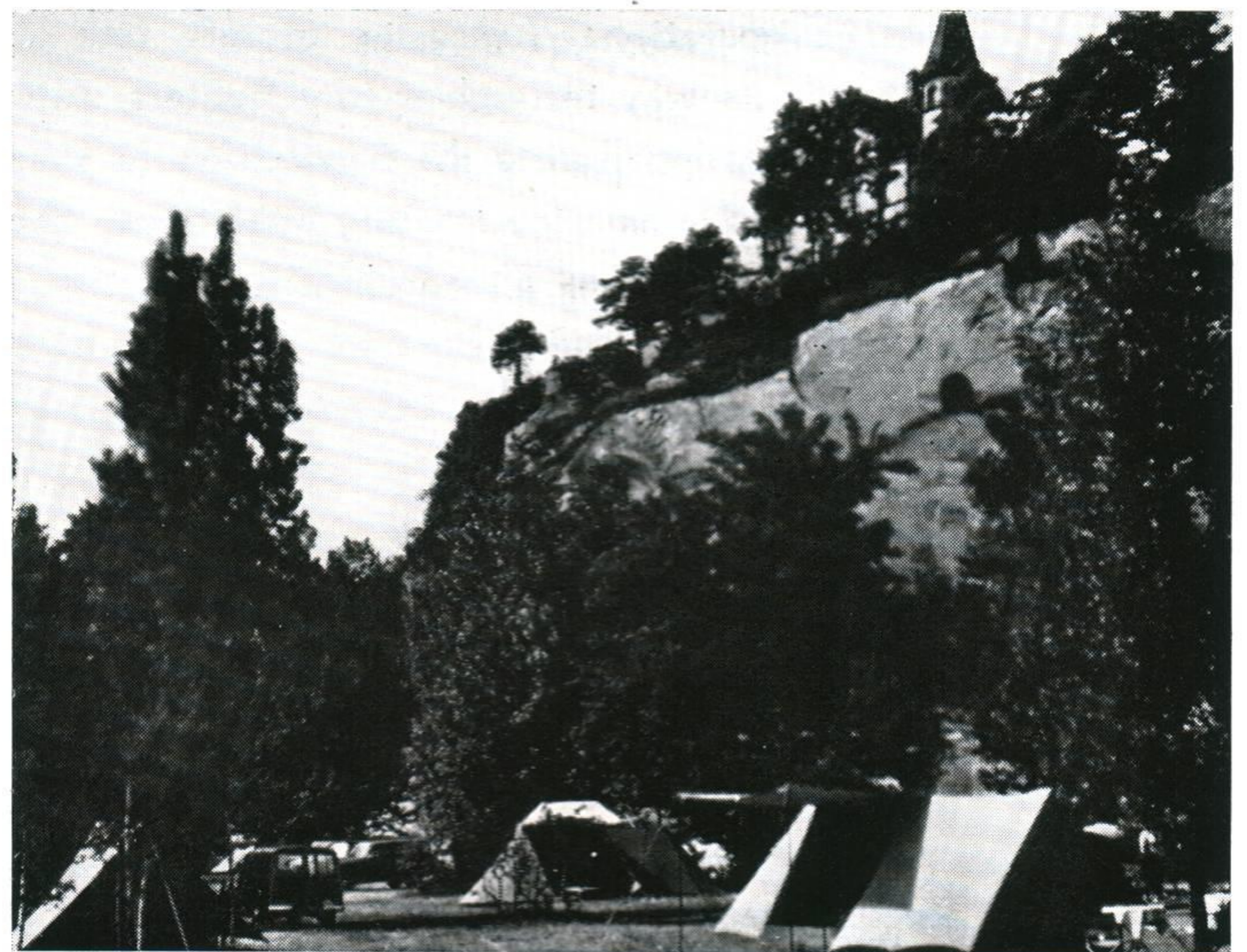
will love to stroll through. From Meersburg you can take a ferry to Konstanz which is almost completely surrounded by Swiss territory. Konstanz the largest city on the lake, is one of the few important German cities untouched by the last war. Its old buildings remain still as silent testimony of life led long ago.

Nearby Mainau Island has particularly fine flower gardens and subtropical vegetation. Friedrichshafen is the old home of the Zeppelins and the Dornier flying boats. Lindau is built on a very small island and is connected to the mainland by a bridge. Here you can see old medieval houses; narrow, twisting but clean streets; old ornate fountains and carefully carved age-old shop signs.

Along the lake are many excellent camping places. The map of Germany by Kummerly and Frey shows 27 recommended sites. The one sampled by the author at Uberlingen is very well organized, — it is right by the lake and has a store where you can buy a large variety of foods, drinks, postcards, etc. at normal prices.

A variety of interesting routes lead to the Bodensee. One suggested route is via Offenburg, Bad Durrheim and Ludwigs-hafen. This takes you right across the Black Forest which has its own charming scenery and picturesque villages, one of which is Triberg, the home of the Black Forest cuckoo-clock industry.

C. G. B.



*The Camping=platz at Uberlingen*

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# About Filters

## The Effect of a Medium-Yellow Filter

By absorbing the Ultraviolet light, as well as some of the Blue, the sky was darkened to emphasize the white clouds showing against it. The photograph was taken by LAC D. D. Smith who used a Rollei-flex, exposed for 1/60 sec at f/8, with a Medium-Yellow filter

One doesn't need to explain very deeply what a filter is; its name indicates exactly what it does, — it *filters* light rays of different colors. Just how it does this, we will leave to the scientists to amuse themselves with; all we picture-takers want to know is what its effect is, and how to use it.

White light, you may remember, is made up of seven spectral colors which are Red, Orange, Yellow, Green, Blue, Indigo and Violet. Now, when an object is illuminated with white light, some of the component colors will be reflected, while others will be absorbed by it. The colors reflected, or transmitted, are said to be *complementary* to the colors absorbed (because, together, they make up white light).

Now, if we were to allow a small beam of white light to pass through a prism, we would have, projected on a white screen, a series of bands "rainbow style", showing the seven colors mentioned above. Now, to this little set-up, let's add a Red filter, placing it in between the prism and the screen; we would see that some of the colors passed through the filter, while others were absorbed by it, and are no longer seen on the screen. The colors absorbed would be Green, Blue, Indigo and Violet, while Red passed through strongly; Orange next, and Yellow less. By observing the action of different filters, we could see that

Red is complementary to Green — Blue  
 Orange is complementary to Blue — Indigo  
 Yellow is complementary to Indigo — Violet  
 Green is complementary to Violet — Orange  
 Blue is complementary to Yellow — Red

From this, we gather two important things. Firstly, filters act *negatively*, they subtract colors. They prevent certain colors from reaching the film which would normally reach it. Secondly, filters act *selectively*, — each color absorbing only certain others, permitting the photographer to pick and choose his filters to produce the wanted results.

Photographers use filters mainly for two reasons:

- (a) to register colors as "tones of grey" more like the eye sees them, and
- (b) to vary the contrast between these tones

The photograph shown above was taken to demonstrate the effect of a **Medium Yellow** filter. This filter absorbs ultra-

violet (invisible, but to which films are sensitive) and some blue. In doing this, the sky, normally bright with these colors, is reproduced as a darker grey, leaving the white clouds to stand out better against it. This filter is generally useful in taking pictures of snow scenes, beach scenes, and generally, outdoor photography. It adds brilliance to a scene of normal color distribution.

The **Orange** filter emphasizes this action even more (sometimes too much) by absorbing most of the Blue rays. It renders the sky very dark, lightens flesh tones, and is also ideal to record the texture of architectural stone, by absorbing most of the blue light which forms dark shadows.

The **Red** filter produces more spectacular effects by absorbing Ultraviolet, Violet, Blue and Green rays as well. It darkens the sky to a near pure black, and cuts haze completely. It brightens light-colored buildings and metallic objects, thereby producing sparkling effects of these objects taken against a darkened sky.

The Red filter should not be used, however to photograph green vegetation, neither for outdoor portraits since it darkens greens too much, and whitens lips and cheeks also too much.

For taking portraits outdoors a Green filter may be advantageous. It absorbs Ultraviolet, Violet, some Blue and also some deep Red. For portraits, it has the effect of "evening-out" skin texture.

There are many other kinds of filters used by photographers to compensate for many varied conditions. The amateur, however needs only a very few, and following are a few hints which can help in their use:

- 1 Using a Yellow filter in tungsten lights is useless; the light is already yellow.
- 2 Shadows are usually made up of bluish grays.
- 3 Haze is blue, but mist and fog are white.
- 4 Over-exposure may, quite often, cancel out the effect of a filter.
- 5 And a general rule:
  - (a) to photograph a color as *black*, use a complementary filter.
  - (b) to photograph a color as *white*, use a matching filter.

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The Need For:

## Promotion Exams

by F/L C. G. Burt

At this time of year the attention of many F/Os and F/Ls turns toward promotion exams. In many cases the reaction to the requirement of having to study for these exams will be accompanied by a query of: Why do I have to take these exams? What good will they do me if I pass them? There are good reasons why all officers should have a satisfactory knowledge of the subjects to be studied and the purpose of this article is to indicate the need for officers to have a broader military education than just the technical know-how required for their primary jobs. To accomplish this we will examine some of the reasons for victory and defeat in battles fought under modern conditions and we will see that the best educated force, military wise, just about every time achieved success even though handicapped in other spheres such as quantity of equipment and size of armed forces.

At the beginning of the 18th century Peter the Great, at the head of a vast army, transformed Russia into a great power. He defeated Russia's rivals and acquired territory which gave Russia its "window on the west". Two hundred years later in the 1914-18 war the Russians fielded a similar army but with vastly different results. This time the Russians were sent reeling back. In the massacres at Tannenberg, the Masurian Lakes, and Augustovo they lost over one and a half million men. What had happened to the Russian army in the meantime? What accounted for this vast change of fortune? Military experts agree that the Russian Army was heavily defeated because it had progressed little in the intervening years. In the 18th century battles the Russian rabble fought another rabble and being a slightly better rabble, they won. In 1914, however, the Russian army, still much of a rabble, fought an army which not only had better equipment, but was better educated. The Germany of 1914 had probably the world's best school system which paid off in war as well as in peace. The Russians discovered, at great cost, that wars in 1914 were fought on a more scientific basis than the clashes of 200 years before. The individual soldier was no longer just a member of a mob, — he had to be able to operate equipment, read maps, understand written orders etc. Most of the Russian soldiers couldn't do this, — approx 50% were completely illiterate. Trotsky, who was given the task of re-organizing the Russian Army after the revolution, stated "There was no correspondence between the cultural level of the peasant soldier and modern military technique".

It was not mere chance after World War I, when the communists came to power and built the Red Army that heavy priority was given to education. The Red Army is now almost 100% literate, and this constitutes one of the reasons why it is a formidable fighting force.

By World War II the cultural requirements for a successful army had increased again. In 1940 Germany took on France, — with approx equal numbers of troops and equal equipment. However there was a difference between the armies which was to make itself felt. Note what Liddell Hart has to say in "The Rommel Papers": "Instead of having an overwhelming superiority in numbers as was imagined, the German armies were not able to muster as many as their opponents did. The offensive was launched with 136 divisions and was faced by the equivalent of 156 French, British, Belgian and Dutch. It was only in aircraft that the Germans had a big superiority, in numbers and quality. Their tanks were fewer than those on the other side, — barely 2,800 against more than 4,000. They were also, on the average, inferior in armour and armament, although slightly superior in speed. The Germans' main advantage, besides that in airpower, lay in the speed with which their tanks were handled and the superior technique they had developed. Their panzer leaders had adopted and put into practice with great effect, the

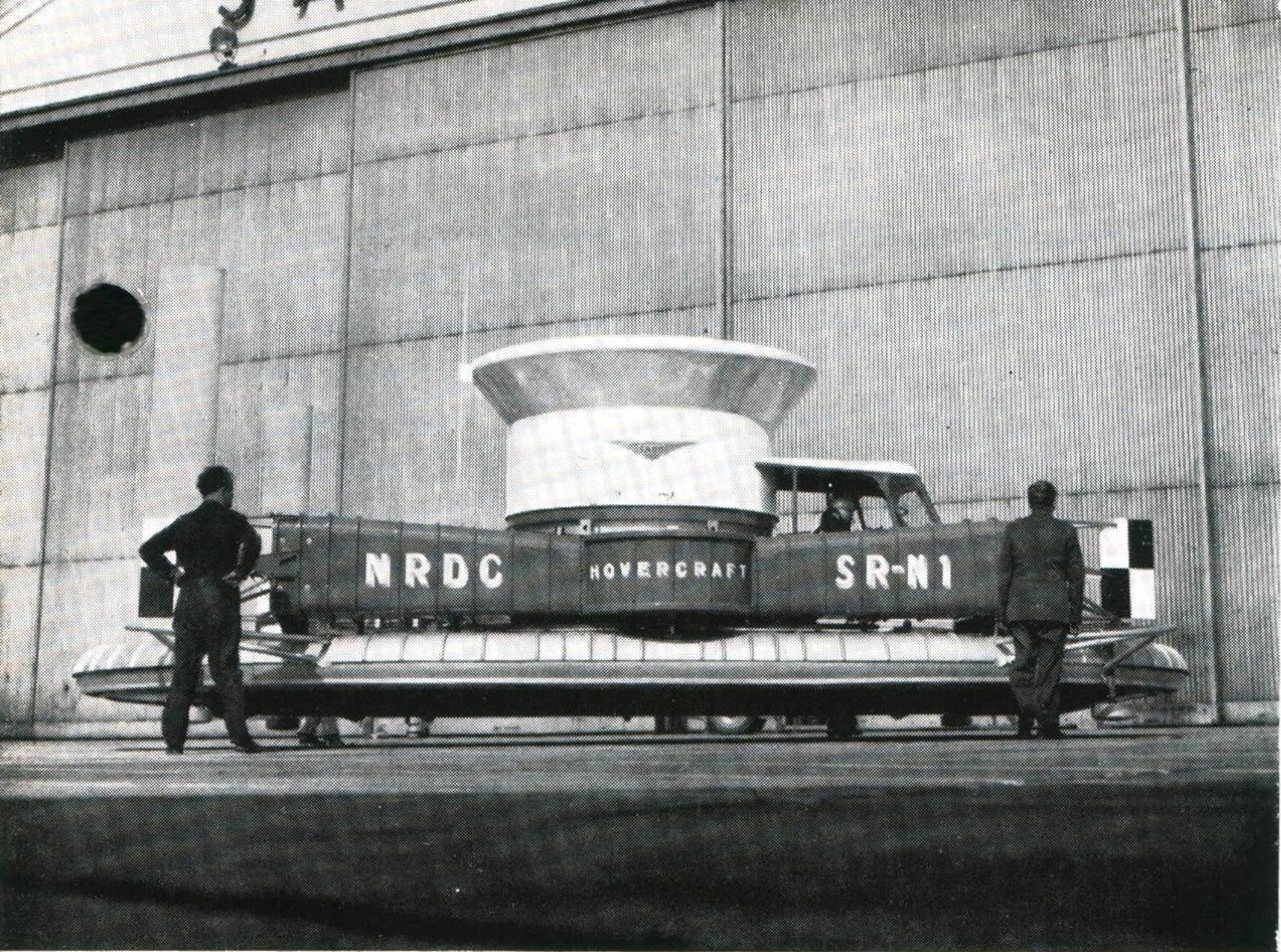
new theories that had been conceived in Britain but not comprehended by the heads of the British and French armies". The Germans between the wars tied their military policies with the universities, — particularly the University of Munich. They founded a new science, — geopolitics, and used it for military planning. France on the other hand relied on the "levee en masse", the citizen in arms, which had worked well, — 150 years before, just after the revolution! This type of army could not be expected to match-up in its military thinking with one trained like the German army. Recent history records all too clearly and painfully what happened. France quickly succumbed.

In any future war, the cultural aspect will be even more important. The west cannot hope to match the communists in manpower. We must therefore be better in other fields. We are doing our best to outdo them technically but we are not sure what lead, if any, we have. The Russian production of the A and H bombs, the performance of the MIGs, their proven successes with missiles to launch satellites, and their emphasis on the production of military machines at the expense of consumer goods make it very hard to outstrip them in equipment, though, of course, we are doing our best. We can, however, compensate for lack of quantity in our manpower by superiority in quality. In the long run everything depends upon the individual soldier or airman. Note that superior quality of personnel is one of the major reasons why we won the Battle of Britain.

The Communists are at a disadvantage intellectually because they cannot permit the free exchange of ideas and the encouragement of thinking. Note that a large number of Chinese prisoners refused to return to China after the Korean armistice, — a slight glimpse of the non-communist world showed them that life could be good. In his book "From the Danube to the Yalu" General Mark Clark states that communist aircraft were grounded for eight days after the United Nations promised \$ 100,000 reward for the first communist pilot who deserted with his MIG. The explanation seemed to be that they couldn't trust their pilots. When flying was resumed the Americans noted that the pilots encountered seemed to be less capable as if the best pilots were politically unreliable, and had been grounded. Here is the fundamental reason for the Iron Curtain, the "re-educating" of prisoners of war, etc. On the other hand understanding and ability to think can constitute our strength.

History proves that a force which has intelligently studied the art of war has a great advantage over a militarily uneducated adversary. Discussing Foch's "The Principles of War", Dr Mantoux in "Makers of Modern Strategy" says Foch had found that "— — — in order to **do** even a little, one already has to **know** a great deal and to know it well. This was the lesson of the successes of the Prussians who, after intensive academic training, but with no experience of war after 1815, had beaten the Austrians in 1866, notwithstanding actual experience gained by the latter in 1859. The case of France in 1870 was a still better example". Referring to the 1870 defeat, Dr Mantoux, says "If the French wished to regain the position of a first rate military power — — — it was necessary that the officers receive an education which would enable them to fulfill the functions of modern staff officers. Not the least important reason for the incompetence of the French staff was the fact that, before 1870, purely practical abilities, like horsemanship had been considered the decisive criteria of a good officer, while learning and a knowledge of military theory had been ignored".

We, the RCAF, cannot expect to be a superior Air Force unless we understand Air Power and allied subjects like Geopolitics. This applies particularly to officers. Leadership constitutes more than mere daring which wrongly applied can be disastrous, — like the Charge of the Light Brigade. It must be founded on clear thinking which itself has to be based on knowledge. Every officer must be prepared to acquire that knowledge.



# The Hovercraft

## Introduction

The hovercraft is a new type of vehicle that employs a lift principle fundamentally different from that of other craft. It is supported on a cushion of air and operates at heights just sufficient to clear waves and surface irregularities on land. Unlike an aircraft, the hovercraft is not fitted with wings and it can maintain its height without forward speed. The power requirement for lift decreases with size, and at an intermediate size of the order of 400 tons a hovercraft requires only about one quarter of the engine power per ton of an aircraft, and can carry nearly twice the payload. The hovercraft is also distinct from a ship for it operates clear of the water and its resistance to motion is very small allowing the craft to travel at speeds of the order of 70–120 knots, with a minimum disturbance to the water. The hovercraft can transport passengers and freight at high speed and low cost, a combination which fills a gap in the field of transport vehicles. Although the future of the hovercraft would appear to lie primarily in operating over water, with loading and servicing on land, it is capable of efficient operation over any surface, such as ice, snow, marsh, tundra and desert, that is clear of high obstacles.

## History

The hovercraft started as a private venture as early as 1953 by its inventor Mr. C. S. Cockerell. The Aircraft Research Branch of the British Ministry of Supply started to take an interest in the project in 1956, when the project was given the security classification 'Secret'. In 1957 Saunders-Roe Ltd., were granted a contract by the Ministry of Supply to make an appraisal of the hovercraft concept. The results of the investigation showed that the hovercraft had immense potential as a vehicle capable of carrying passengers or freight, but that much development was required.

In 1958 the project was declassified and financial support was sought from the National Research Development Corporation. The Corporation promptly decided that development work should be continued and a new company known as Hovercraft Development Ltd., was formed to control the project. A further contract was granted to Saunders-Roe for a programme of work including the design and manufacture of a manned development craft, designated by the initials S. R. N. 1.

## Basic Principle

The lift principle of the hovercraft is the generation of a cushion of air under the bottom surface, of sufficient pressure to support the craft. The cushion is contained within a curtain of air that flows from the craft to the ground and it

is the force required to bend the curtain outwards that dictates the magnitude of the cushion pressure that can be built up and sustained. For the curtain to have maximum curvature, which corresponds to maximum cushion pressure, the nozzles through which the air is ejected face towards the centre of the craft. The vertical component of the direct thrust forms a negligible part of the total lift, and would be zero in the case of horizontal inward facing nozzles.

The cushion of air is carried along with the craft and any losses are replenished from the air curtain. The hovercraft has inherent stability, for the cushion pressure increases as the height of the craft drops and should the craft rise above its design height it suffers a loss in lift.

The operating height is sufficient to clear short steep waves or obstacles, but ocean waves of great height are also very long and may be surmounted with a hover height that is small compared with the wave height.

## The S. R. N. 1 Experimental Craft

The S. R. N. 1 was designed and manufactured by Saunders-Roe in under eight months, nearly two months ahead of schedule.

It is purely an experimental craft but it has enabled operational craft to be envisaged which will show marked differences in detail.

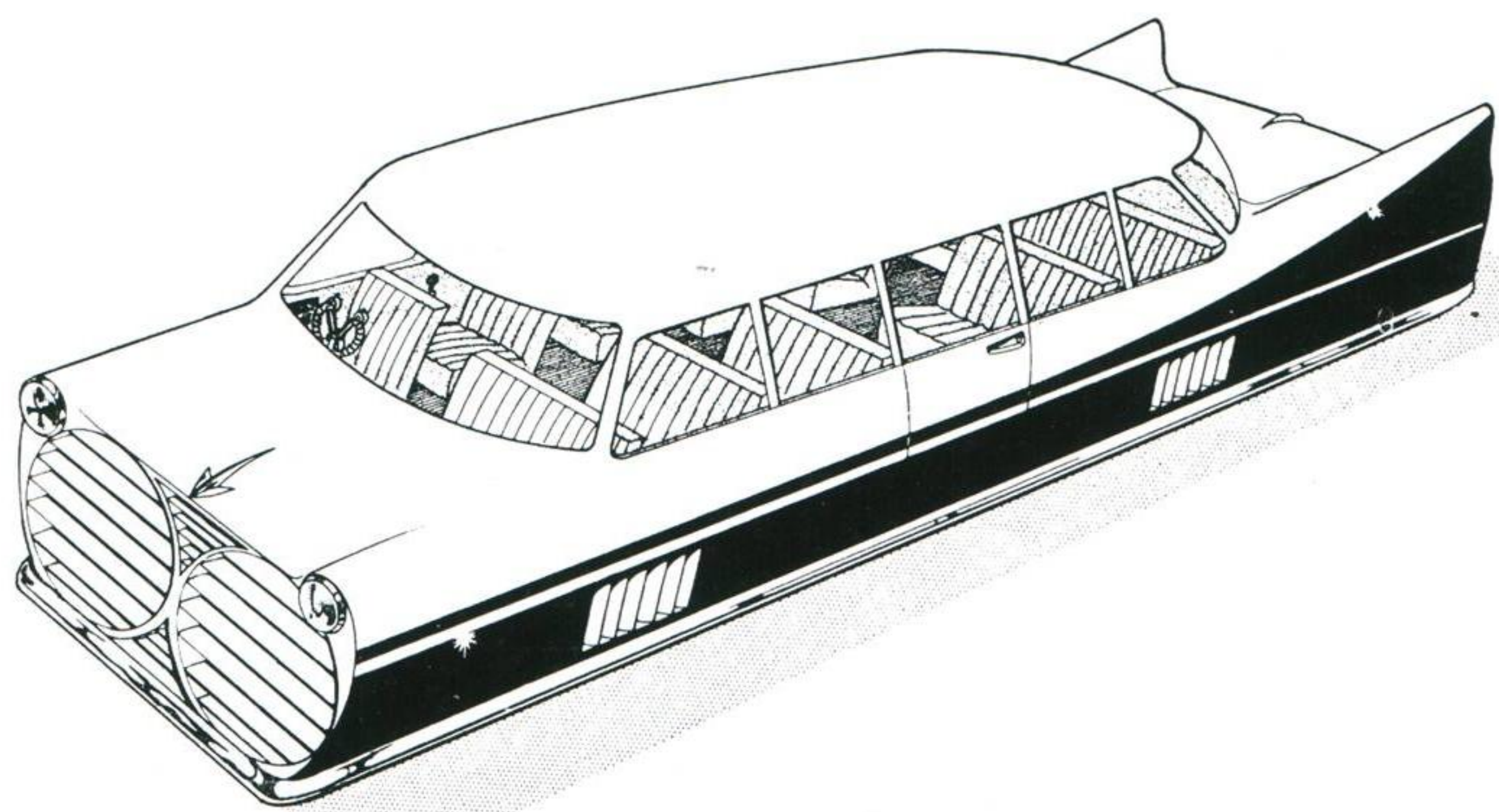
An Alvis Leonides engine developing 435 h. p. drives a 4 – bladed axial fan which supplies the air for the curtains and the propulsive thrust. With its initial curtain configuration and propulsion system the S. R. N. 1 is designed to operate at a height of about 15 inches and at speeds around 25 knots. The first curtain configuration to be tested consists of a compartmentation of the air curtain brought about by two curtains spaced 3 feet apart.

As an experimental craft, provision is made for a crew of two and full instrumentation. Its overall dimensions are 30 ft. length and 24 feet width. In its initial configuration the all-up-weight is about 7500 lb. Unlike an aircraft, the S. R. N. 1 would still rise and operate with large overloads, for example 20 people could be carried on its decking.

## Potential Development Of The Hovercraft

The hovercraft offers a new, exciting and comfortable form of travel. An outstanding feature is that the craft may be loaded and serviced on land thus making harbour and expensive port facilities unnecessary. Many parts of the world where these facilities do not exist and which are at present inaccessible, could be opened up.

The hovercraft is likely to find its first practical application in fast ferries over medium distances, making possible for example a 10–20 minute journey between England and the Continent. Studies show that the operation costs of carrying passenger and freight over these relatively short ranges are competitive with ships, in addition to offering reduced travel time.



*The Hovercar — a possible application of the Hovercraft*

When I returned to Europe via England just two years ago, I did so in all the splendour of a first class tourist. I drove a new car that had about every gadget it could have attached to it to provide pleasure and convenience for its owner and passengers. Furthermore I was spoon-fed across the English Channel by a very excellent organization known throughout the world as the Royal Automobile Club. On the roof rack I carried a camping outfit that made it possible for me to enjoy a few of Europe's noted camping sites. The weather too was all that could be desired on the journey across country to 4 Wing. Cook's tourist organization couldn't have arranged a better trip, regardless of expense.

How different from my last trip in 1939. I remember the secrecy with which the Wing, I then served with, was assembled, complete with a back breaking load of war gear and crowded into a stifling train which spirited us away to Southampton. The mystery deepened as we embarked in the dead of night on some tramp steamer that smelled to the high heavens of oil and grease. It was not without some apprehension that we made our way out to the Needles to rendezvous with a waiting convoy. The destroyers in silhouette looked sinister in the darkness as they raced swiftly alongside the convoy. We landed in Cherbourg in the early hours with no sleep, little food and the prospects of a thirty hour trip to the north of France in freight cars that provided accommodation for eight horses or forty men. It was fairly obvious that horses had made a previous trip in the freight car. Little did we realize that we'd be eating horse meat for days to come when we arrived at the Somme. Well, we did have one pleasure when we arrived, and that was the privilege of being able to remove our smelly clothes, which we had worn for three days.

The Wing settled down to routine operations during the "phony war". The winter was wet and uncomfortable and by spring our dugouts in which we lived on the airfields were infested with rats. In early May, to add to our discomfort, we became aware of odd situations occurring which indicated that we had the enemy in our midst. This didn't help our morale much either. The next indication we got that we hadn't crossed to the Continent "just for the ride", came when the enemy with all his hordes made a lightning stab at Belgium. From then on it was one mad series of events that found us moving the squadron (for by this time the Wing had dispersed) daily from one airfield to another with the Luftwaffe in hot pursuit. There was no sleep to be had and the hounding became more relentless as the Luftwaffe bombed and machine gunned the unit from pillar to post.

Our casualties began to mount. A swift attack by the enemy ground forces cut off about forty of our forward ground radio operators. Our Lysanders were taking the beating of their lives as Messerschmitt 109 fighters stacked up for a cut at the helpless army cooperation airplanes. Our aircrews suffered severe losses and the ground crew were getting its share of casualties. The most impressive thing I remember of this phase of the battle was the shocked feeling ground crews expressed at being involved in war which they thought would be fought very cleanly and gallantly between aircrew only. It was not until the squadron had suffered a

number of ground casualties that the survivors accepted the idea that they were going to be slaughtered like sheep unless they fought back. Ways and means were soon worked out to achieve the aim of fighting back and casualty figures were reduced considerably below the initial figure. Ground crew morale was soon raised because we were fighting back. We felt the Luftwaffe had a personal desire to destroy our particular squadron. However, we had to face it, we were a military organization and therefore fair game for the mauling we were getting.

It wasn't until the squadron was ordered north to Brussels that we saw the horrible fate that the civilians suffered. The enemy had planted fifth columnists in every city, town, and village, whose job was to urge the population to flee in order to escape the advancing German Panzer units who were supposedly running roughshod over parts of Northern France after a break through near Luxembourg. The agents certainly achieved their aim. Within several days the roads were choked with refugees making their way south to escape the onrushing army. It was a sight to behold; cars crawled along with every available inch loaded with people and personal effects until they ran out of gas and then were pushed off the side of the road into the ditch where they were left. The passengers then took up their personal effects and started the trek south on foot harassed by tiny children who soon became footsore and hungry. They were the more fortunate ones since they were able to get ahead of the pack that filled the roads that made even walking difficult. Of the others not so fortunate? They started out with oxen drawn carts, horse drawn vehicles, little hand carts, bicycles and even wheelbarrows. They just pressed on south — aimlessly, without a known destination, soon without food and very little water and apparently with little or no direction. They slept in ditches or anywhere that was convenient to the road that offered some kind of shelter. The children became exhausted, so did the older folk. Morale was low. It was then that the Luftwaffe struck! Planes raced low and machine-gunned the helpless hordes who congested the roads. Stark terror struck the children and needless to say, many adults were affected similarly. It was pitiful to see mothers screaming hysterically over their children who had just been massacred. Conversely it was heart rending to see children crying bitterly over their dead parents. It was not without feeling, that one saw other refugees tear the children away from dead or severely wounded parents, and urge them forever onward to the South. Cruel? Yes, but war!

This is modern war! It must be accepted in the light of the purpose for which the Allies bombed Hiroshima and Nagasaki. It is no longer possible to separate civilian from military man with the mass casualty weapons nations appear determined to use. The enemy will attempt to achieve his aim regardless of who gets hurt on our side. It is for this particular reason you are included in our plan to survive. You are being given more education to this end than it was possible to give those who wandered the roads of death and misery in 1940. We know what to do to minimize such misery; it must be done now, however, before the event. We can't do much for you after you're dead. This, then, is the purpose of Civil Defence, to educate you sufficiently to

understand something of war and its consequences. Psychologically you will be better prepared to withstand the trials and tribulations of hostilities. The only thing required of you is co-operation.

Europe now? It's beautiful, and for you it's grand to use the station as a base from which to sally out to see the many wonderful sights and enjoy the different foods, etc while we're stationed here in Europe.

Let us however, not forget one thing, and that is the purpose for which we are here and facing east. We are here as part of NATO. Most military men are aware of the implications of the geographical location of this station in relation to a potential European enemy. They are also aware that they were extremely privileged to bring their families along with them to Europe. Coupled with this of course they realize the risk of finding themselves and their dependents involved in a war that might come to them overnight. Whether or not the dependents survive to return to Canada would depend to a great extent upon the knowledge they had gained of civil defence matters.

In conclusion then, let's remember that each and every dependent is responsible for his/her own life. How well we will preserve our lives in a war situation depends upon how much previous planning and knowledge we have of the hazards before the event. Your neighbours will be so busy with their own problems of survival that they just won't have time for you, therefore don't plan on surviving at their expense.

Yes, Europe's different now. To-day it's all milk and honey — tomorrow it may be blood and gore. It certainly was in 1940!!  
F/L A. R. R.

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## Swedish Aircraft

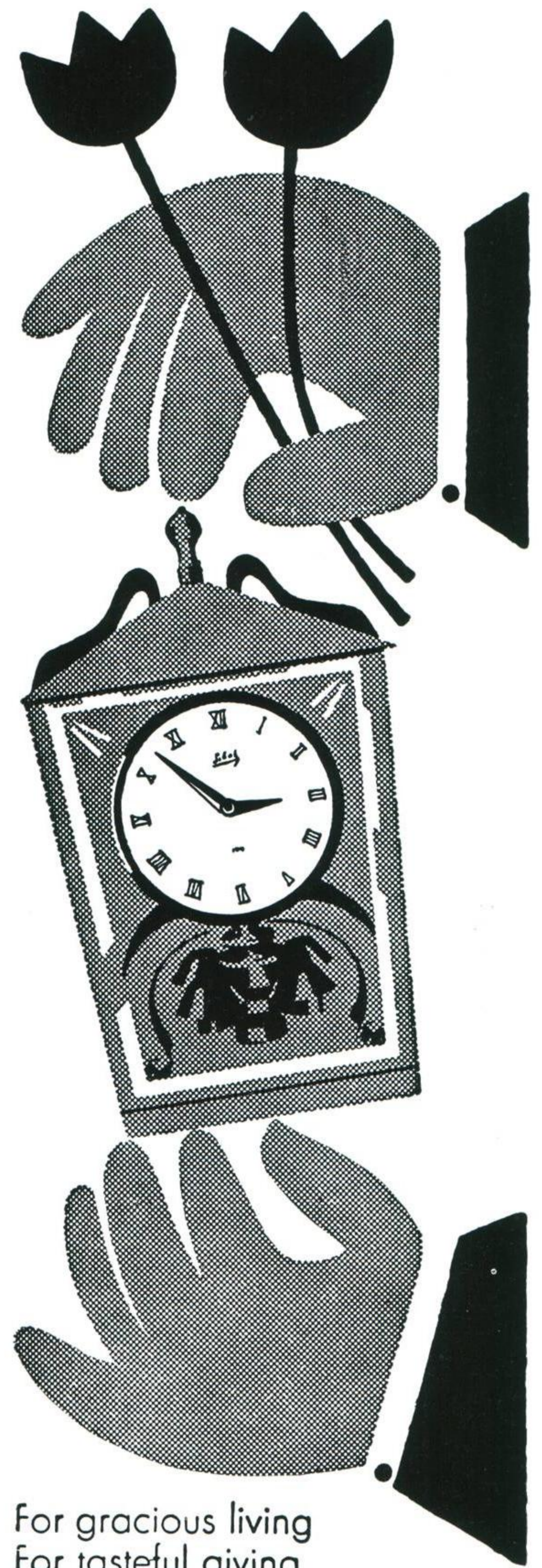
Sweden is a country of only seven million people yet its SAAB Aircraft Company designs and produces some of the world's finest combat aircraft.

One of its products is the supersonic SAAB 32 Lansen, which is being delivered to the RSAF in attack, all-weather fighter and tactical reconnaissance versions. The attack version carries two air to surface missiles. The all weather, night fighter version has new fire-control equipment and navigational radar and is armed with canon and unguided rockets.

Another SAAB product is the single seat Draken fighter which has a Mach 2 performance and the extra-ordinary initial climb rate of 50,000 ft/min. With braking parachute and disc brakes it needs less than a 650 yd landing run. Because of its terrific acceleration after take-off the undercarriage has to be retracted within four seconds. It cannot be stalled under normal flight conditions and can be controlled down to 120 mph. It is armed with the American infra-red homing Sidewinder missile. The Draken will be in squadron service with the Royal Swedish Air Force early next year.

## Ontario Election

The progressive Conservative government in Ontario has been re-elected for a sixth straight term. In the general elections in Canada's most populated province, Premier Leslie Frost's administration won 71 seats in the 98 member provincial legislature which meets in Toronto, the capital. The Liberal party won 22 seats, and the CCF Socialist party five. The Progressive Conservative party was returned in Ontario by a reduced majority, having held 83 seats in the last legislature. The Opposition strength was almost doubled. The Liberal party now has 11 more seats than before, and the CCF Socialist party gained two. All of Premier Frost's cabinet was re-elected.



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Germany



*A/V/M Wray, G/C McNair, S/L Giles, and F/O McKenna on inspection of Tech Group*

# SUPPLY

## SECTION

by LAC T. V. C. Whelan

### Purpose of Supply

We take this opportunity to give personnel a brief résumé on the operation of the Wing Supply Section. The purpose of this article is to familiarize personnel with some of the problems and work involved in providing for and maintaining materiel necessary for the efficient operation of an RCAF unit.

The Senior Supply Officer on this Wing is S/L G. T. Giles. He is responsible for the safe custody, issue, use, maintenance, repair, disposal and recording of all RCAF materiel, and for planning and procuring all materiel requirements.

### Stock Control

Stock Control is the materiel "Nerve Centre" of the unit, where plans are interpreted into requirements and past usage data is used as a guide in provisioning. The Stock Control Officer (F/L Lemmex) is responsible for seeing that the "right equipment is in the right place at the right time"; otherwise aircraft may be grounded, vehicles may be unserviceable, and many types of operations could be held up due to lack of spare parts.

The operation of the Stock Control Section is a very complicated procedure and is not confined to posting vouchers and stock records. The aspect not so well known and understood, concerns logistics which means provisioning and providing materiel requirements to the "User Section".

"Provisioning" encompasses maintaining stock levels in relation to previous usage, anticipated changes in the scope of

operations, etc. At this Wing's stock control section there are approximately 30,000 active stock record cards currently in use, which are maintained by five stock control clerks, who are responsible for: posting all internal and external vouchers pertaining to any movement of materiel, demanding replacement materiel when issues are made, advising the SCO when surpluses are noticed in stock, and hastening demands which appear to be outstanding an unusual length of time.

An integral part of Supply is the E 405 (or Stock Record Card Statistical Report) which is submitted monthly to AMCHQ, Ottawa, outlining receipts, issues and usage of certain vocab sections for the current month; over a period of a year all items on the unit, except those not catalogued in CAP 10 are covered by this report. This includes such expendable items as nuts, bolts etc. This return is required by AFHQ for materiel provisioning action, calculation of future financial requirements and also gives AMCHQ a record of how much equipment is in use and what unit is holding it.

Another sub-section of this office is the "Vetting Desk". Here, all incoming demands are checked for correctness of preparation, materiel authorization, entitlement, priority etc. This department also handles all Scale of Issue Change Requests, Work Orders for local manufacture and procurement of non-catalogued items through Air Division.

In the Major Equipment Section, all major or 'A' class equipment, such as air-frames, aero-engines, synthetic trainers, mobile equipment and marine craft are processed through the Major Equipment Section in Supply. On receipt, major equipment is checked against the appropriate checking list and



*Stock Control Group at work*



*Cpl Cooper and LAC Cormier checking a CF100 on receipt*

consignors' Issue Vouchers. On issue to the squadron, the aircraft is again checked by the Sup Tech and the receiving inventory holder, a record of all the equipment which is on this particular aircraft or vehicle is prepared by Supply (one copy retained and one provided for the squadron). Major Equipment maintain a complete record of all 'A' class materiel held on the unit. In the past year, approximately 275 Transfer Orders pertaining to the movement of 'A' class equipment have been handled by this department.

Provisioning Section is responsible for the preparation, recording and hastening of external unit demands (except AOG and QU messages) on the Supply Depot. In the past year, 16,625 demands have been processed through this desk. The greatest percentage of materiel used on the Wing is supplied by 312 SD Langar; the balance comes from Canadian Depots and civilian sources.

A part of the Stock Control Section is the "AOG" and "QU" desk. This branch handles all urgent demands; these demands are processed by message and if the materiel is available in England the requirement is generally satisfied within 48 hours. "AOG" messages are dispatched when an aircraft is grounded for the lack of a part; these messages are given the highest priority. "QU" demands are used to obtain equipment which is urgently required by the user section; these demands are given the next highest priority to an "AOG" requirement. It is every Section Commander's responsibility to aid the SSupO in keeping urgent demands to an absolute minimum. This will enable the Supply Depots and civilian contractors to give the attention due to those requirements which are really urgent.

The "LPO" Section is a separate group operating independently, but forming a part of the main Stock Control Group under supervision of the Stock Control Officer. The abbreviation "LPO" means "Local Purchase Order" and this section is concerned with the actual procurement locally of materiel which is not depot stocked or required for urgent or emergency reasons. Equipment is normally purchased in the immediate vicinity of the wing, but may be procured elsewhere, either in Europe or the UK, if it is not available in the locality.

The actual purchase can be effected either by "Petty Cash" to the amount of \$ 10.00 and in some cases to the maximum of \$ 25.00; purchases of over \$ 25.00 but not over \$ 100.00 are made by placing a local purchase order with a contractor. Purchases of over \$ 100.00 and up to \$ 300.00 are made through the Department of Defence Production at Koblenz.

All station services, such as supply of heating fuels, transportation of civilian employees and school children of "economy families", maintenance of telecommunication equipment, are procured by this group through DDP at Koblenz.

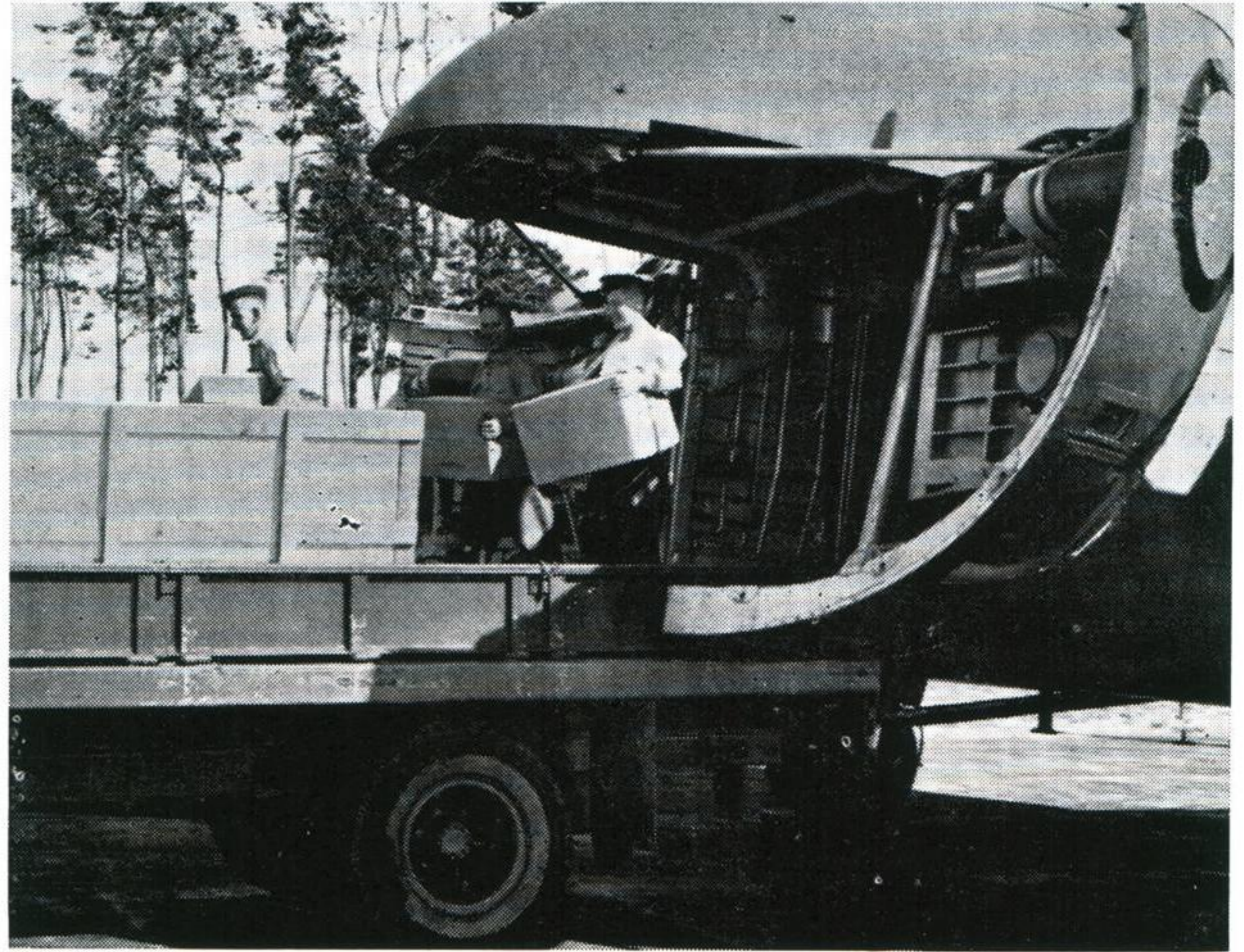


*R & I personnel unloading material at Wintersdorf rail siding*

## R & I

The Receipts and Issue group, under the direct control of the Warehousing Officer (F/O J. McKenna) is responsible for the handling of all incoming and outgoing materiel on the Wing. In the Receipts Department, all incoming materiel is received, unpacked, checked and distributed. Approximately 750 tons of equipment is processed over a period of one year. The Outgoing Department prepares for shipment by rail and air approximately 650 tons per year, a great percentage of which is aircraft spares being returned to Canada for repair by civilian contractors. All records pertaining to contracts, Bills of Lading, Airway Bills, shipments, etc. are maintained by this section. This group is also responsible for the handling and recording of all baggage of personnel being repatriated.

## Air Movements



*Air Movements personnel unloading an aircraft from 312 Supply Depot*

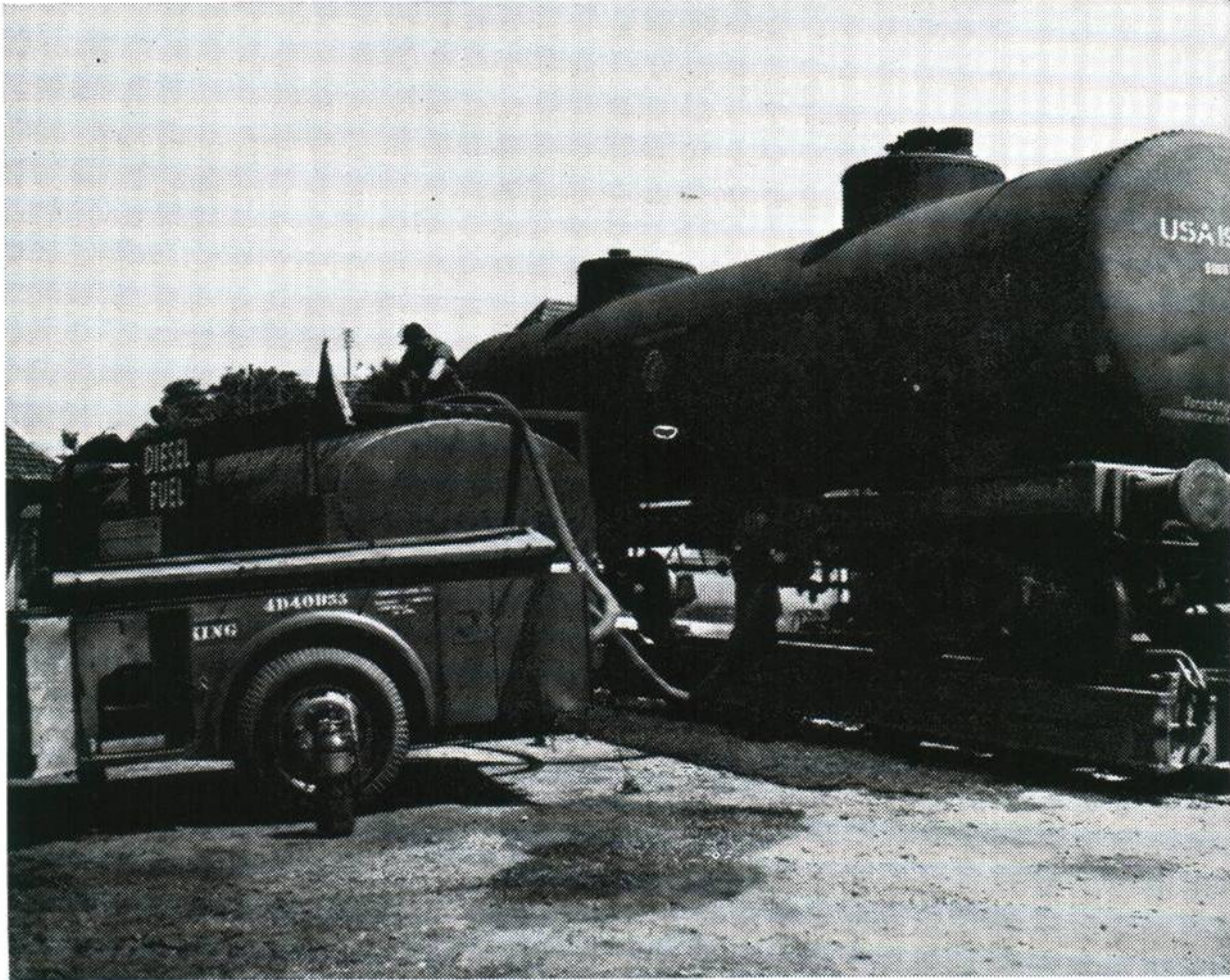
Another important part of Supply is the Air Movements Unit, which handles all aircraft passengers, freight, Customs documentation etc. Passengers and cargo are moved by a priority system to ensure that what is of utmost importance arrives at its destination first.



*LAC Grant & family arriving at 4(F) Wing*

## POL

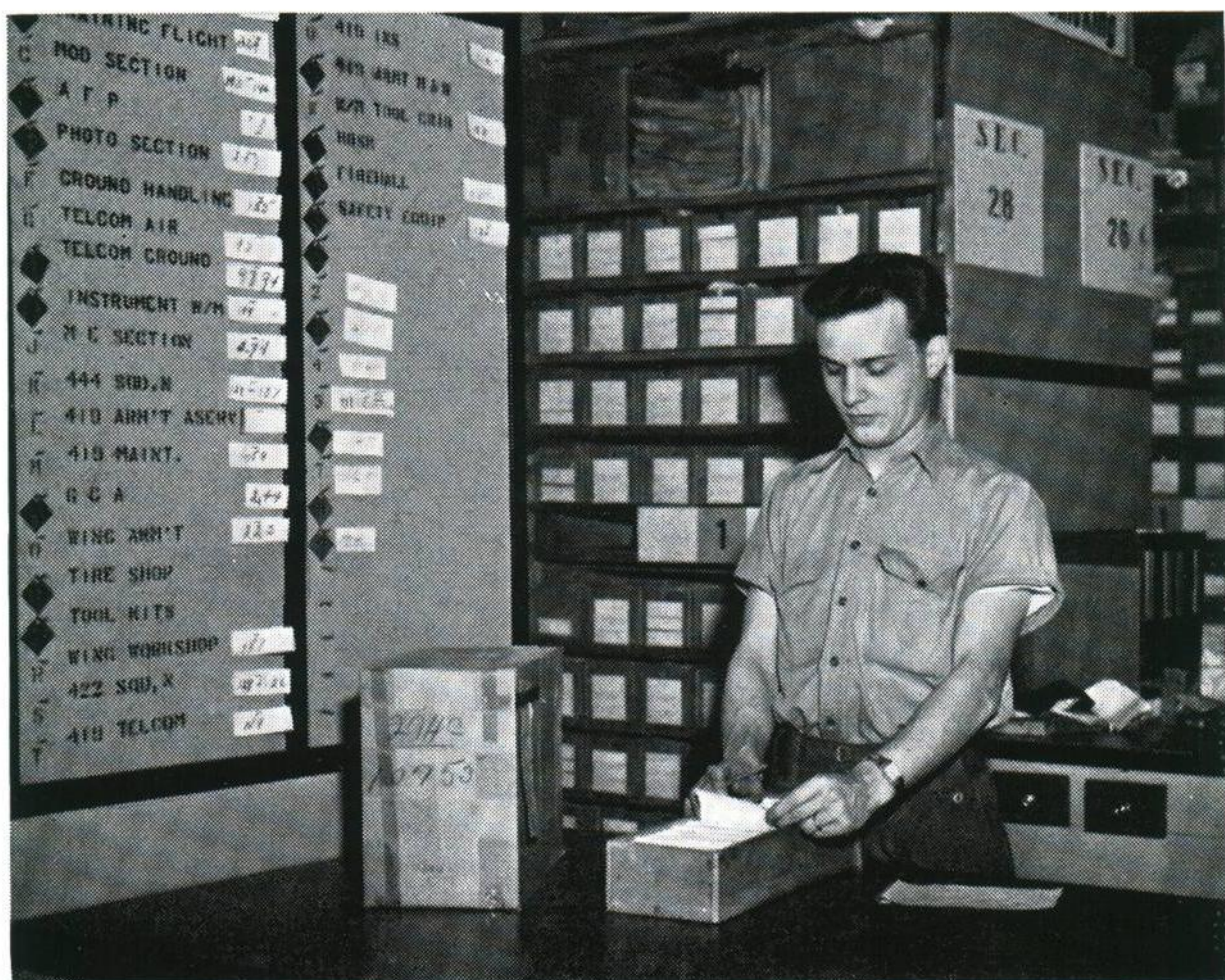
POL Group, as the name implies, is responsible for the procurement, storage and issue of all petroleum, oils and lubricants. Most of our POL supplies are procured through the US Forces here in Germany. The handling of "POL" is no mean task, in fact it is almost a trade in itself, but every qualified Supply Tech is well trained in this aspect of his trade and is versed in proper handling, safety precautions etc.



*POL personnel unloading Diesel Fuel at Soellingen siding*

## Tech Stores

Technical Group handles the storing and issuing of all materiel such as aircraft general spares, mobile equipment spares, metals, telecom and instrument spares etc. This entails much more than meets the eye; binning must be done so that others can locate the materiel by only referring to a location card, and storage instructions as laid down must be followed for certain types of equipment. Various records are maintained on items that have a time-expiry date, specified shelf life, etc. There are roughly 25,000 different items held in Tech Stores at this wing.



*LAC St Pierre checking a stock location in Tech Group*

## Clothing

The Clothing Group is responsible for all aspects regarding the logistics of clothing. This includes the maintenance of stock record cards, provisioning, warehousing and issuing of all clothing.

The function of this group is guided by the following systems of accounting:

- (a) Clothing Credit, — provides airwomen and airmen with the rank of WO 2 and below with the necessary articles of dress. This comprises approximately 100 different articles, with as many as 32 various sizes for one article. It is evident that careful provisioning is essential.
- (b) Personal Loan, — provides personnel with protective clothing, i. e. aircrew, firefighters and medical assistants, etc. There are numerous articles present here, together with an extensive size range.
- (c) Inventory, — provides a medium of issuing coveralls, parkas, caps, etc., to an inventory holder, who in turn will equip his squadron or section.

Within the "Stock Control Centre" of the clothing group, there are 1,500 stock record cards and over 1,000 E 236's (Record of Personal Equipment) to be maintained.

Last year there were approximately 1,000 demands for clothing covering hundreds of items. In addition there were 4,600 issues made under the "Clothing Credit" system alone.

Clothing must be warehoused to ensure that it is adequately protected against dust, moths and rodents. This is no small requirement in itself.



*Cpl McFadyen issuing clothing to Cpl MacDonald*

## Barrack, Repairable and Pubs Groups

Barrack Group handles the warehousing and issuing of all unit and PMQ furniture and appliances, cleaning supplies and various items of general hardware.

Repairable Group is responsible for all the repairable or scrapped equipment on the wing. Repairable items are either repaired locally or by contractors in Europe, the UK or Canada. Scrap is sold on the site through the French Pairie Générale acting as agents for the Crown Assets Disposal Corporation of Canada.

Publications and stationery group handles all publications and items of stationery for the wing.

## Supply Groups

In addition to these main parts of Supply, we also operate Supply Groups to support maintenance operations. These groups are located in the immediate vicinity of the user sections where, in the interest of efficiency and economy of operation such action is warranted and the volume of repair activity so justifies.

On this Wing, under the coordination of the Supply Group Officer (F/O D. Stoner) we operate groups at CE, Hospital, MSE, Telecom, Wing Maint and each squadron.

To summarize, a Supply Section cannot function effectively without full co-operation between the consumer and the supplier. Mutual understanding and co-operation will eliminate

# Live on the Economy and like it by F/L J. M. Sabey

Almost half of the families stationed at 4(F) Wing live on the economy. This means that approximately 400 husbands must find accommodation for their families in German towns and villages. If a survey were taken of all people who have had this experience, there would probably be as many different opinions as there were interviews. When a family receives a transfer to Europe, there are usually a number of people ready to tell all about their own experience overseas, with the result that the family arrives with pre-conceived ideas of what to expect only to find that they had been given the wrong impression.

It must be admitted that there are numerous obstacles to finding a satisfactory and happy life on the economy, but these difficulties are not insurmountable. The first requisite for success is an open mind. This is followed by a desire to understand and appreciate the German way of life, and then a determination to take full advantage of the opportunities provided by a tour in Europe.

What are some of the specific problems? First and foremost is the language barrier. This is rated at the top because many of the difficulties are a direct result of misunderstanding the language and thus are cleared up when a competent interpreter is called in. Living on the economy gives one an excellent opportunity to learn the German language, especially when supplemented by the language lessons available free of charge at the Ground Training Centre.

A second difficulty is the inability to adjust to new ideas and this is where an open mind is a necessity. German rules and regulations concerning renting are considerably different from Canadian ones. It takes time to adjust to this new thinking and, even though the landlord may try to conform to Canadian standards, if it ever becomes a question of law, then local regulations naturally apply. It is wise to learn exactly what facilities are covered in the basic rent price, and what requires additional payment.

A third problem stems from differences between Canadian and German standards for sanitation, purification, and ge-

many obstacles which might otherwise develop. In this way, unnecessary controversies and delays can be avoided and the supply of materiel made more effective. The Supply Section's prime aim is to provide materiel to meet reasonable demands. All other supply activities are ancillary to this. An equally important responsibility rests with the user sections to ensure that their supply discipline is satisfactory.



*FS Kennedy NCO i/c of Stock Control Group discussing a supply problem with F/O Stoner*

neral household comforts. Most often the European standard is lower than the Canadian. German houses do not always have hot water tanks and when they do, they are not kept heated the year around. House heat is provided only between Oct 1 and April 1 and temperatures are usually 10 degrees lower than in Canadian homes. Houses are not as weatherproof as may be desired since they are not built to withstand zero temperatures, so heating costs go up but the warmth does not. Finally, sanitation! New homes have modern bathrooms but many older places, in a makeshift attempt to provide for the needs of Canadians, have bathroom facilities in the kitchen, or a toilet in an unheated part of the attic, or some other ingenious solution. Results are often humorous and amazing, but still inconvenient. Remember, however, that showers with lots of hot water, and laundry rooms with electric washing machines, are available on the station specifically for families living on the local economy. Use them!

Now a paragraph about business problems. Most landlords are quite willing to order your coal, pay for gas, light and water, see that garbage is collected, and arrange for the chimney sweeper. This appears satisfactory at first glance but many difficulties arise when he presents the bill for these services. It is much better in the long run to do all these little jobs yourself. Order your own fuel, pay the light company etc. and in every case, get a receipt to keep on file as long as you are in Europe.

Thus far we have considered problems. It is only fair to look at the other side of the picture and list the advantages.

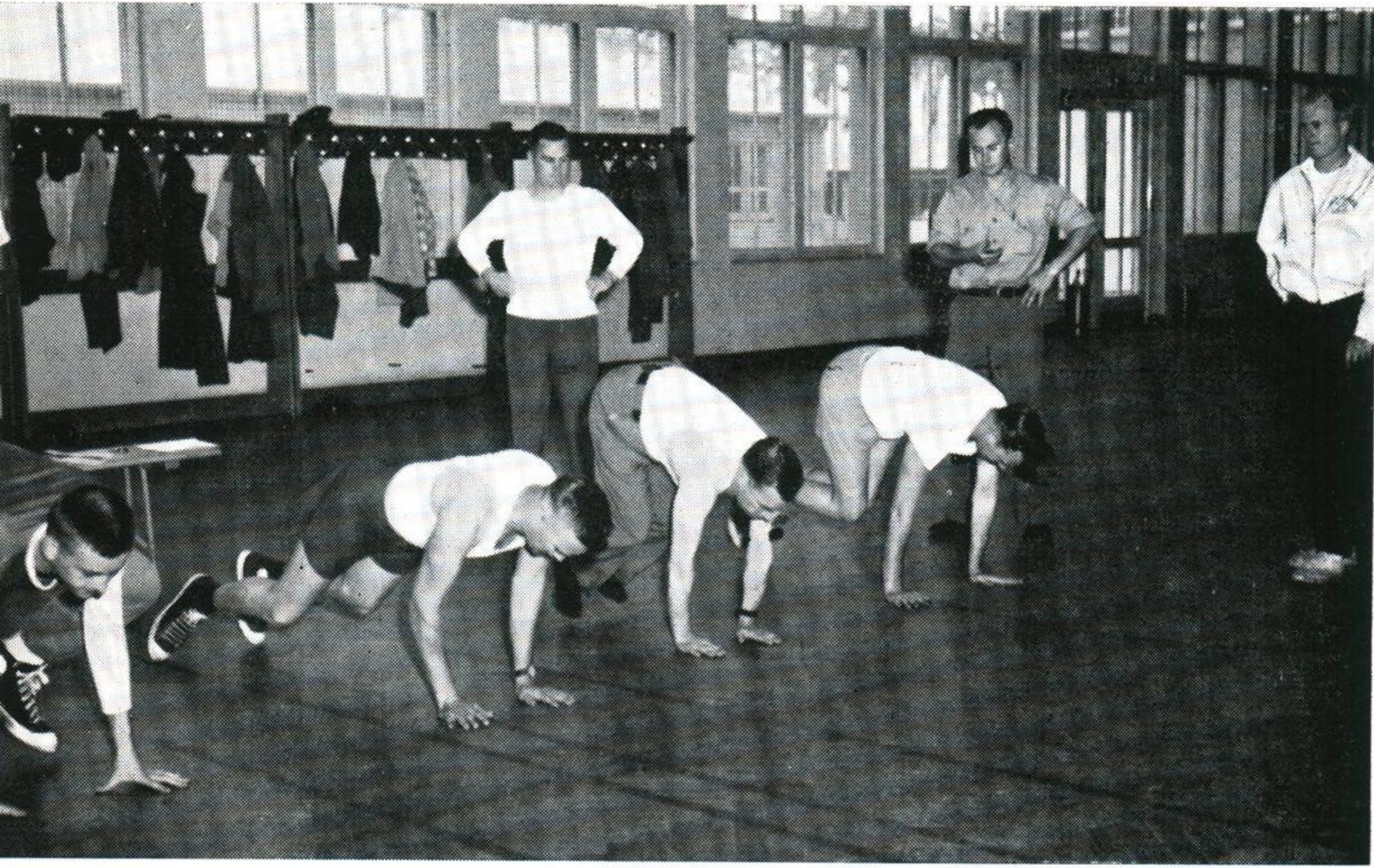
- 1 Living in a town or village gives you a unique opportunity to practise the German language and to acquire a better insight into the culture, customs, and habits of the community. Particularly interesting are the many festivals and celebrations for which the country is famous.
- 2 Being on the economy, you do not have too close a relationship with the neighbours. There are not so many people confined to a restricted area as in PMQs and therefore fewer inter-family squabbles result. In a German village, there is more privacy and one feels freer to follow pursuits which would be disturbing to a too close neighbour. The "Familiarity Breeds Contempt" adage can be avoided on the economy.
- 3 Variety is the spice of life, and in addition, the Air Force prefers its members to have a broad understanding of many different aspects of life as well as of the various jobs and duties they may be called upon to do. Living on the economy, provides an opportunity to achieve this broader outlook, whereas living in PMQs is like being in a transplanted bit of Canada.
- 4 School buses provide transportation to the Rhine Valley Park Dependent's School so that your children are able to attend a Canadian school. It is an inconvenience to have to bring a lunch to eat at noon, but there is more to education than formal classroom lessons, and contact with young German people provides some of this extra-curricular learning.

Yes, there are problems to be met when living on the German economy, but there are advantages too, so whether or not you can be happy depends upon your approach to the situation. Do you consider it an imposition and hardship or will it be an opportunity? Most people jump at the chance to come to Europe. It seems foolish then, to waste time being unhappy about inconsequential things when there is a whole new vista to be explored and enjoyed.

The percentage of families who don't want to move from their civilian apartments into PMQs proves that it is possible to live on the economy and like it.

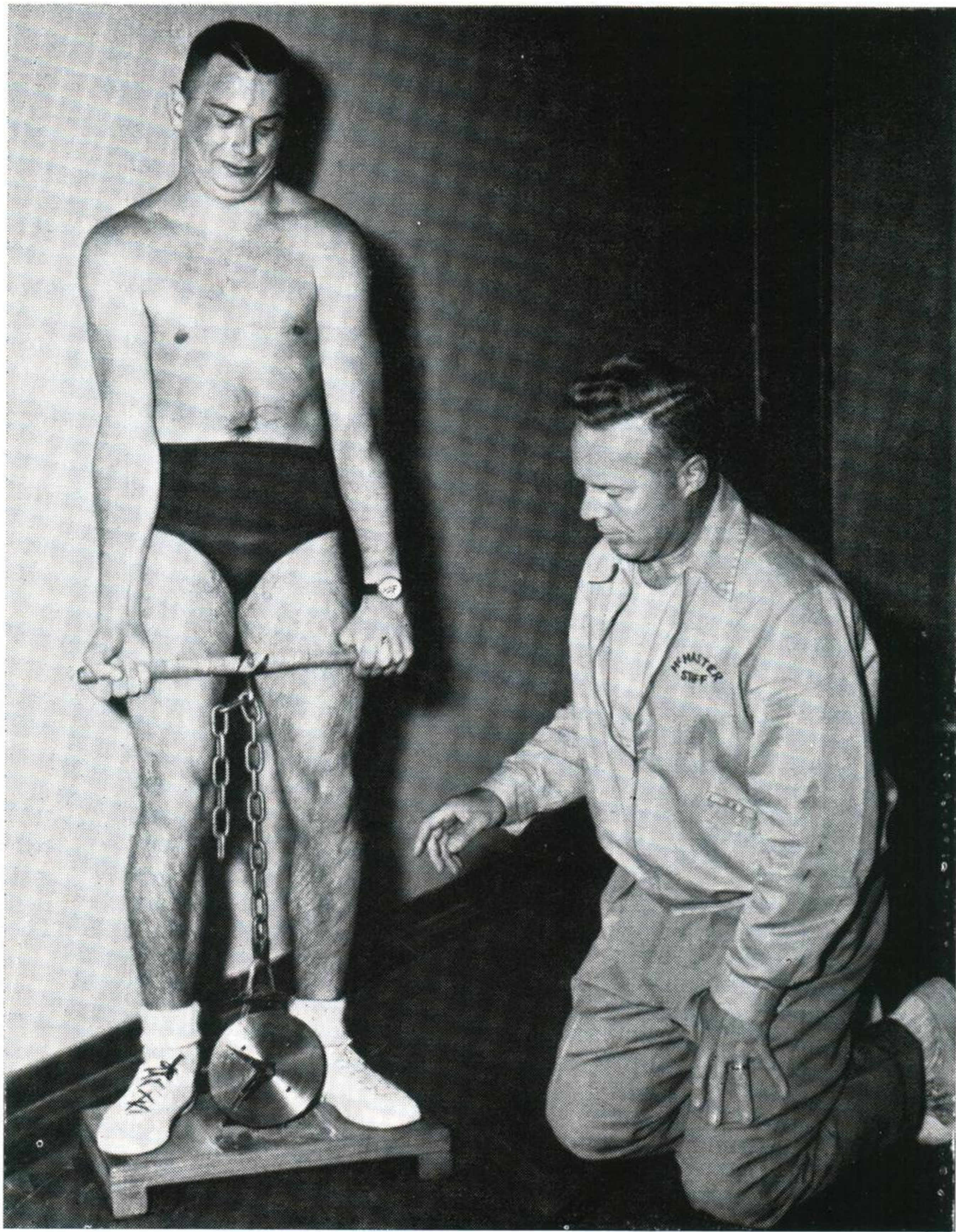
# Sports

# and RECREATION



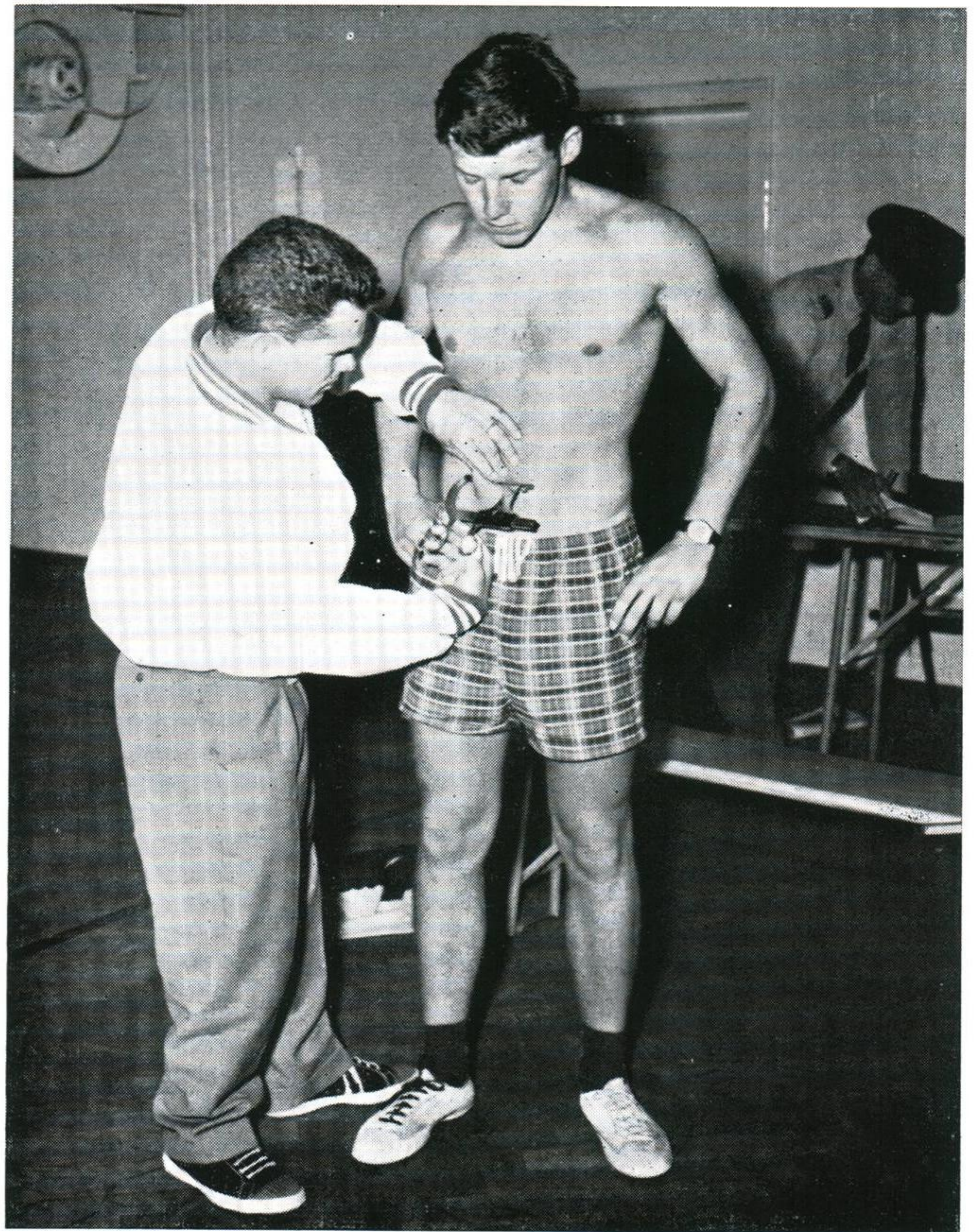
## BURPEE — FLEXIBILITY TEST

Left to Right in action: F/O P McLaren, F/O C Randall, F/L BC Marsh and F/O G Dowe, all of 444 Sqn. Arrayed behind them are the timers with F/L N Ashton on the extreme right. F/L Ashton was OC of the clinic, a graduate of McGill Physical Education School and a Post Graduate of Michigan University.



## STRENGTH TEST

The accompanying picture shows F/O LT Dennis of 419 Sqn putting his all into the leg strength test. S/L A Smith of the clinic staff checks the reading.



## FAT MEASURE

F/O JF Dale of 419 Sqn has a sample of his abdominal fat measured by F/L M Yuhasz of the clinic staff. In the background is F/O HV Wilson with his usual pencil and paper.



CANADIAN RED CROSS ▲

The Canadian Red Cross Water Safety Division conducted a most successful clinic and qualified three senior leaders and eleven Instructors. Of interest to 4 (F) Wing are personnel from this wing.

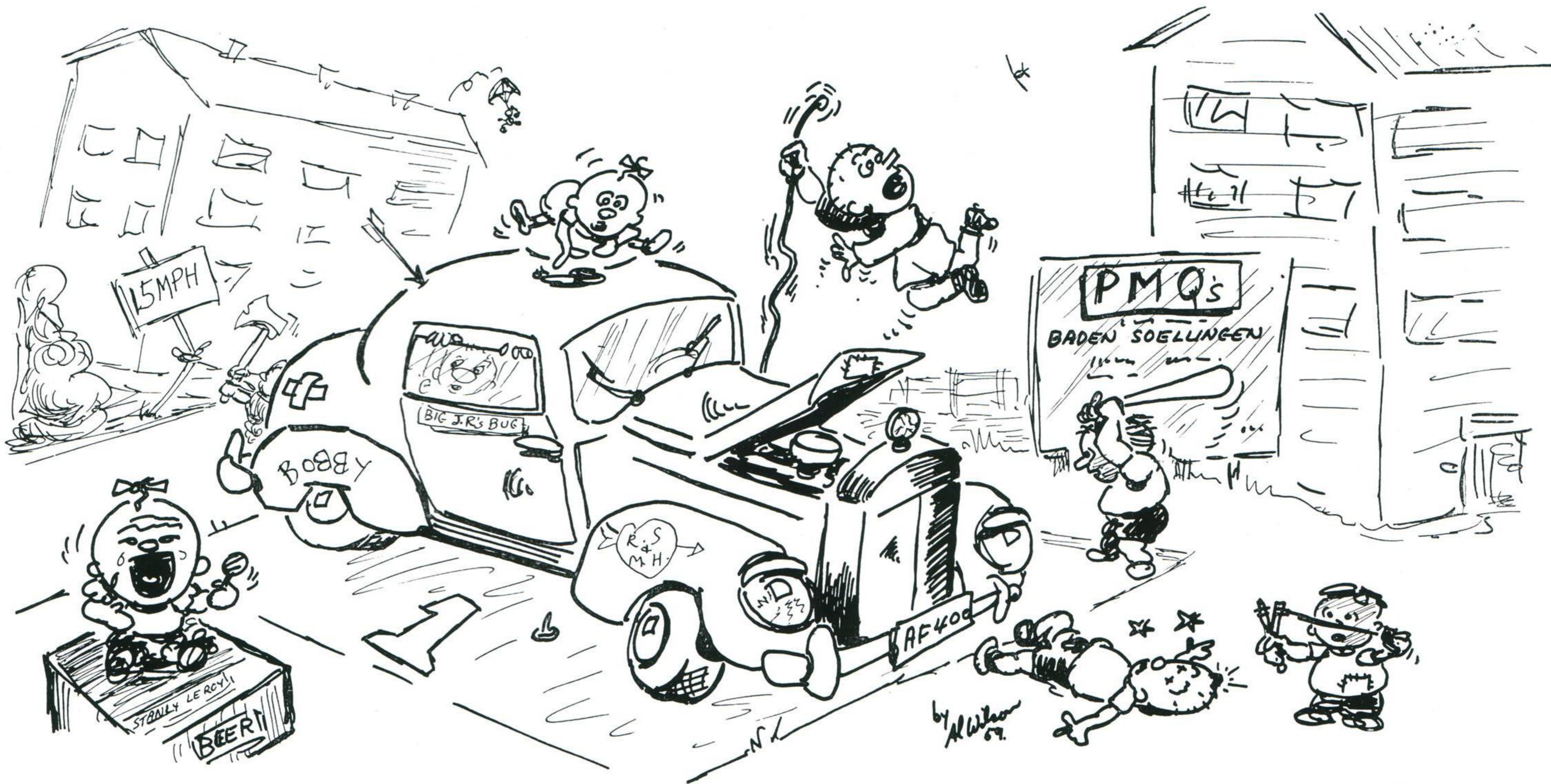
Back Row, L to R: Leonard Clarke (Sr Swimmer) Lac Heibert, Dennis Munroe (Sr Swimmer) Rod Hipson (Sr Swimmer) Lac Johnston

Middle Row: Bob McAdams (Instructor and CRC Supervisor) Cpl Brown and 3rd from right Lac Todd. On the extreme right F/L Cliff Hatch — RCAF Supervisor for CRC

Front Row: Mrs Lough, Mrs Pelletier (3 (F) Wing) and Mrs Beswick



Dennis Monroe receiving his Canadian Red Cross Senior Leader award from S/L Mayo, the PAdO, with F/O Wilson the WReCO looking on.





The "ASTRA" Cinema presents:

"Danger Within"

"Danger Within" is a prisoner-of-war film based on the best selling book by Michael Gilbert. It tells the story of a group of British Eighth Army officers who are interned in an Italian POW camp. They make several attempts to escape, but their efforts are discovered and they suspect the presence of an informer in their ranks. The story develops into a war of nerves and wits between captives and captors. This film, which has no women in the cast, is probably the finest picture of its type that has been produced. Those who enjoyed "The Colditz Story" and "Stalag 17" should not miss

## JULY ATTRACTIONS

**Wed, 15th. & Thu, 16th. "MY GUN IS QUICK"** starring Robert Bray, Whitney Blake and Donald Randolph, is a crime melodrama based on the Mickey Spillane thriller describing the private eye and the jewellery racket. (A)

**Fri, 17th. "DANGER WITHIN"** is considered the outstanding film of the month, and is described above.

**Sat, 18th. Children's Matinee. "BUZZY RIDES THE RANGE"**, a western starring Tex O'Brien, supported by "ARABELLA RIDES THE RANGE".

**Sun, 19th. & Mon, 20th. "IT HAPPENED TO JANE"** with Doris Day, Jack Lemmon and Ernie Kovacs as the stars, is an Eastman Color comedy drama about the owner of a mail order lobster business (Doris Day) who outwits a railway tycoon. (U)

**Tue, 21st. "THE JOKER IS WILD"** is the return of a much requested film that stars Frank Sinatra, Mitzi Gaynor and Jeanne Crain. It is a biographical drama interlaced with music, covering the checkered career of Joe E. Lewis, the American comedian who found fame despite injuries received in a gang war and his addiction to alcohol. (A)

**Wed, 22nd. & Thu, 23rd. "IDLE ON PARADE"** starring Anthony Newley, William Bendix and Anne Aubrey is a CinemaScope army comedy with songs describing the dizzy adventures and misadventures of a rock 'n' roll idol, drafted into the wrong regiment. (U)

**Fri, 24th. "DON'T GO NEAR THE WATER"** with Glenn Ford, Gia Scala and Fred Clark is a hilarious CinemaScope-Metrocolor navy comedy set on a safe tropical

island during World War II and pokes fun at PROs and such. (U)

**Sat, 25th. Children's Matinee. "TUMBLEDOWN RANCH IN ARIZONA"** is a western that stars Ray Corrigan. It is supported by a Max Sennett comedy "FEET OF MUD".

**Sun, 26th. & Mon, 27th. "RIO BRAVO"** starring John Wayne, Dean Martin and Angie Dickinson is a Technicolor western about a tough sheriff who, aided by staunch, if odd, henchmen, outwits and outguns an unscrupulous town boss. (U)

**Tue, 28th. "THE HOUND OF THE BASKERVILLES"** starring Peter Cushing, Andre Morell and Maria Landi is a Technicolor thriller based on Conan Doyle's time-honoured novel of dark deeds on the plains of Dartmoor. (A)

**Wed, 29th. & Thu, 30th. "GOD'S LITTLE ACRE"** starring Robert Ryan, Aldo Ray and Tina Louise, is a down-to-earth melodrama based on Erskine Caldwell's best seller dealing with the financial problems, sex life and pipe dreams of a family in the deep South. (A)

**Fri, 31st. "THE SHERIFF OF FRACTURED JAW"** starring Kenneth More, Jane Mansfield and Henry Hull is a CinemaScope and Eastman Color comedy western about an English tenderfoot out West and his romantic escapades. (U)

**Sat, 1st. Aug. "Children's Matinee. "WESTERN MAIL"** starring Tom Keene is a western, with "JOURNEY FOR VIKKI" as a supporting short.

## OPEL Olympia REKORD

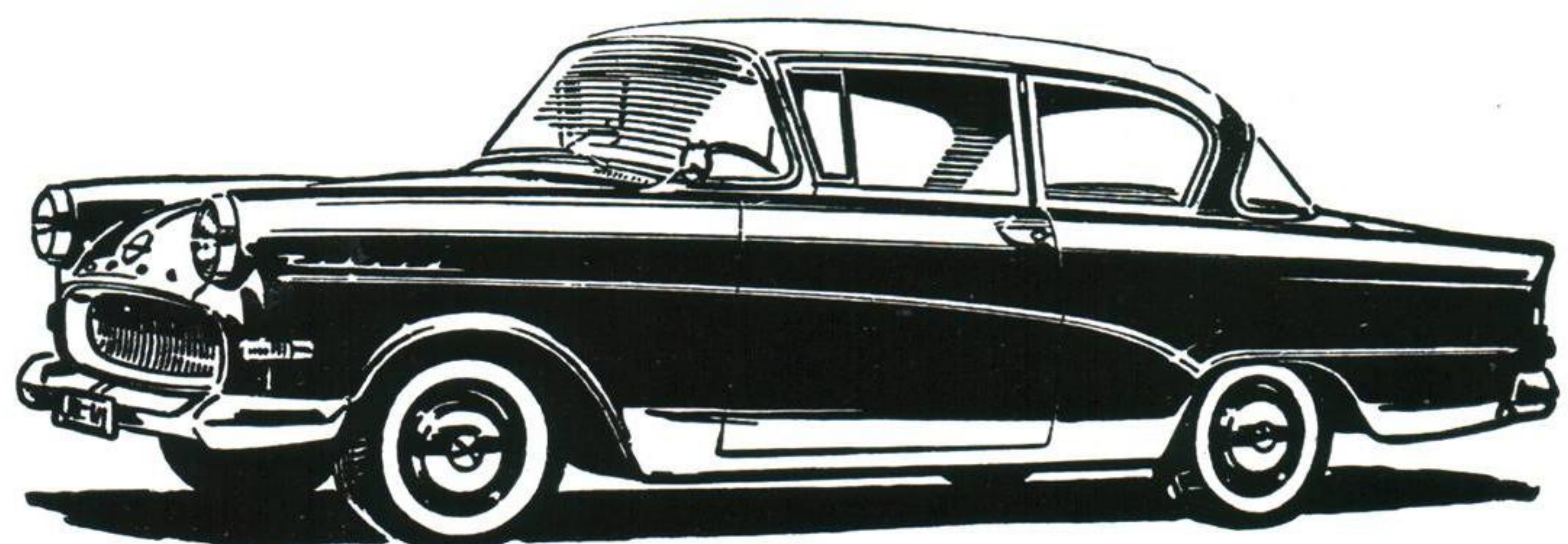
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"GIRL OF THE MONTH"



## Mylene Demongeot

*Mylene Demongeot is a 23 year old blonde from Nice on the French Riviera. You will see her shortly in "Upstairs and Downstairs", a J. Arthur Rank Organisation comedy.*

# An FWI's Folly

(or Sardinia revisited)

by F/L Ron Russell

Once in a while it seems that Lady Luck decides she'll spread the largesse around to everyone within reach. Such must have been the case the other day, for from right out of the blue I was offered a 14 day visit, at government expense, to Sunny Sardinia, (a little island in the Mediterranean) renowned for its spotless cities, and gay night life.

This tremendous windfall came about when 422 Squadron went down for their bi-annual gunnery camp. Just to square things with the taxpayers, I did have a sort of semi official appointment, that of Squadron F.W.I. This is not exactly in the same category as the horses who were on certain payrolls, but more akin to a straitjacket attendant in a madhouse. Strong rumours persist that the original FWI has resigned from the RCAF and now works for "MAD" magazine, posing for the "What, we worry?" drawings.

Like most squadrons, 422 takes their gunnery seriously and vast were the preparations before the actual journey. Competition for seats on the luxuriously appointed transport aircraft known as a "Freighter" was intense. Unfortunately, as always there were a few whose talents were needed at 4 Wing; their heart-break at being left behind was obvious to all. Typical of many was the young mustachioed Senior NCO who had tears in his eyes when the sad news was broken to him.

Don't get the idea that the preparations were all work and no play, nearly every afternoon the pilots had a film show in the crew room. Oddly, their tastes weren't exactly what one would expect — no Brigitte Bardot movies! and invariably one of them talked throughout the whole performance.

As departure day approached the groundcrew technicians laboured long hours to ensure all the F86's were in top shape. Incidentally, despite the Sabre having been in service for so long, it must be valued highly, as it's been around quite a while.

On D day the pilots got together in the crew room once again. This time there were no movies, but a weather briefing was given, then a cheery little pep talk by the Safety Equipment Officer on how to live on two jelly beans and one cup of salt water in shark infested oceans. The Navigation Officer handed out route maps just in case there were no contrails to follow, and finally the whole shebang ended with a cosy tete-a-tete by way of the emergency radio sets. The professional approach was evident throughout and I had no doubt in my mind that at least 70% would arrive safe and sound.

Shortly thereafter what appeared to be a caravan of pregnant hippopotami waddled out toward the aircraft. I rushed

over with my camera, but as I closed on the group, realised that it was the pilots, who had donned this survival gear and were getting ready for take-off. They looked very warlike, especially with the bright yellow water wings they wore under their parachutes (I learned later that these are called Mae Wests and are named after a lady who would have had a lot of trouble getting a parachute on over them, or something like that).

With the aid of two or three of the bigger groundcrew, a crowbar, and two quarts of 20 weight oil everyone was finally squeezed into their cockpits and soon after were off into the blue.

Despite the pre-take off briefings all of the Sabres had their usual uneventful journey, ninety minutes of boredom punctuated by short intervals of sheer terror. To greet them on their arrival was the gentle soft breeze peculiar to Sardinia, howling across the runway in its normal manner, busily moving the earthworks from one side to the other.

Construction of the enormous three-nation airbase at Decimomannu continues at an exhausting pace, and there are strong signs now that it may eventually be completed. In the interim period, the squadrons stay at their picturesque camp known as "The Barrack Village", a charming old world spot renowned for its excellent all round facilities and especially for its wonderful home cooking. After a few days here, I heard several say they felt like new men, clean through and through.

Time passed fast at this idyllic spot. On the operational side the officers and men pitched in shoulder to shoulder to once again achieve excellent results in their gunnery. Much could be written about this, about the personalities involved, the quiet efficiency of the Operations Tent, the low hum of voices from the VHF set, the line crew happily putting tanks on and taking them off again, the good humour of the armourers as they changed ammunition from green to red to orange to yellow, the friendly little discussions about stoppages, the pilots scrambling to take into the blue any aircraft that was flyable; the systems techs relaxing, confident in their computers and sight heads, the even-tempered, unhurried FWI immaculate in his khaki shorts under the hot tropical sun. Ah yes indeed, much could be written.

On the recreational side many took advantage of the wonderful opportunity to sample the local wines, to get to know the local inhabitants, — a friendly, gay people, — like the hostesses who saw that everyone got safely aboard the 11 pm bus from Cagliari. Many indulged in their hobbies, the beautiful scenery around the beaches making photography very popular, although it was obvious that some were not too familiar with their equipment, the odd one actually using 500 mm telephoto lenses at ranges as low as eight feet.

All too quickly the two weeks passed, and once again the pilots were clambering into their cumbersome gear for the return journey. This also passed uneventfully for most, however, two took advantage of the nice weather to visit friends in France. Not to be outdone, the transport company arranged an overnight visit to Orange for the "Freighter" party. This was greatly appreciated by all.

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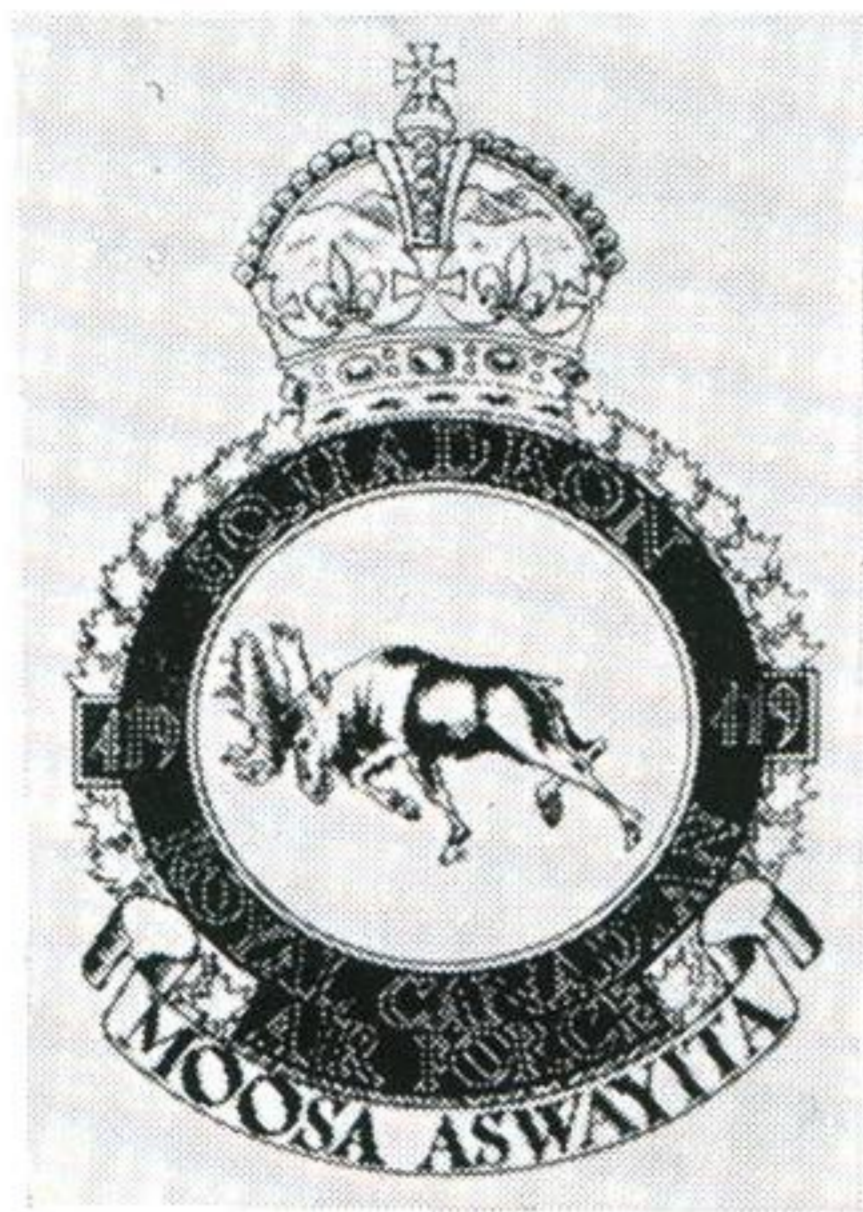
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# Touring our Flugplatz



419



SQN

by F/O Jerry Fink

With F/O George Farmer's new empire as Operations Officer going full blast at Bruce's temporary tents, the Moosemen have been charging around with amazing speed and much bellowing. In reality there hasn't been much bellowing and the squadron has become the model of efficiency. The flying hours are piling up almost too high, and everybody is quite happy in our air-conditioned operations tent. Next month there will be some photos of our stomping grounds.

On June 20, 419 was represented at a gala air show, in which many NATO countries participated, at the German Air Force base at Nörvenich. Five CF 100's took part in the show, four of them doing flypasts and one on static display. The crews participating were F/O's Mills & Hicks, MacWilliam & Fink, Parkinson & Mephram, Hundt & Hogan, all in the flypast, with F/O's McKean & Davies in the static show. In appreciation 419 was given a crest from the German squadron there (shown below on left), and the framed certificate shown on the right.

In case anyone hasn't noticed yet (hardly), F/L (Northstar) Quickfall has received his big new 1959 Plymouth

stationwagon (airplanes or cars they must be big) and F/O Sicard is the man with the big new 1959 Pontiac.

If anybody would like to know about the inhuman, cruel and exacting existence that can be imposed upon a young man by people who are experts at it, — ask F/O John Hogan. He will tell you a most exciting and breath-taking tale of the foul means used in old castles in France, to bring a man to the end of his physical stamina and to the breaking point in mental coherence. You will hear of hallucinations, fear, anger, and just plain fatigue. F/O Del Kelsey will tell a sad but true tale. He can also tell how **not** to antagonize these people. F/O Chmelyk's wife still notices him occasionally sitting very quiet for long hours. F/O Les Dennis still feels unjustly treated, having jumped out of his sleep, run from his captors clad only in shorts, socks and one shoe, only to be caught and taken to this place. F/O John Hundt will sit down and tell you a story, but he won't sit long. Some people were fortunate and missed it all, — for instance F/O's Dale, Irwin, Cratchley and McKendry.

Congratulations from the Moosemen go to F/O Dick Hutton on his success with 422 at Sardinia. Seems that Dick handles the Sabre like a veteran.

Again one of 419's early and cherished members has departed. This time it was F/L Arn Tullock who has been transferred to Air Div. The Squadron also received some new members, although we haven't seen them around the dispersal yet. They are W/C OC Brown, our new Officer Commanding, and his nav. F/O LN Neilson; F/O Dale Purcell and nav. F/O Bill Penfold. The single chaps lost out again, since only one, Dale Purcell, is not married.

419 Squadron would like to take this opportunity to express sympathy on behalf of all its members to F/O Ken Burnham on the passing away of his father.

## Dispersal Digest

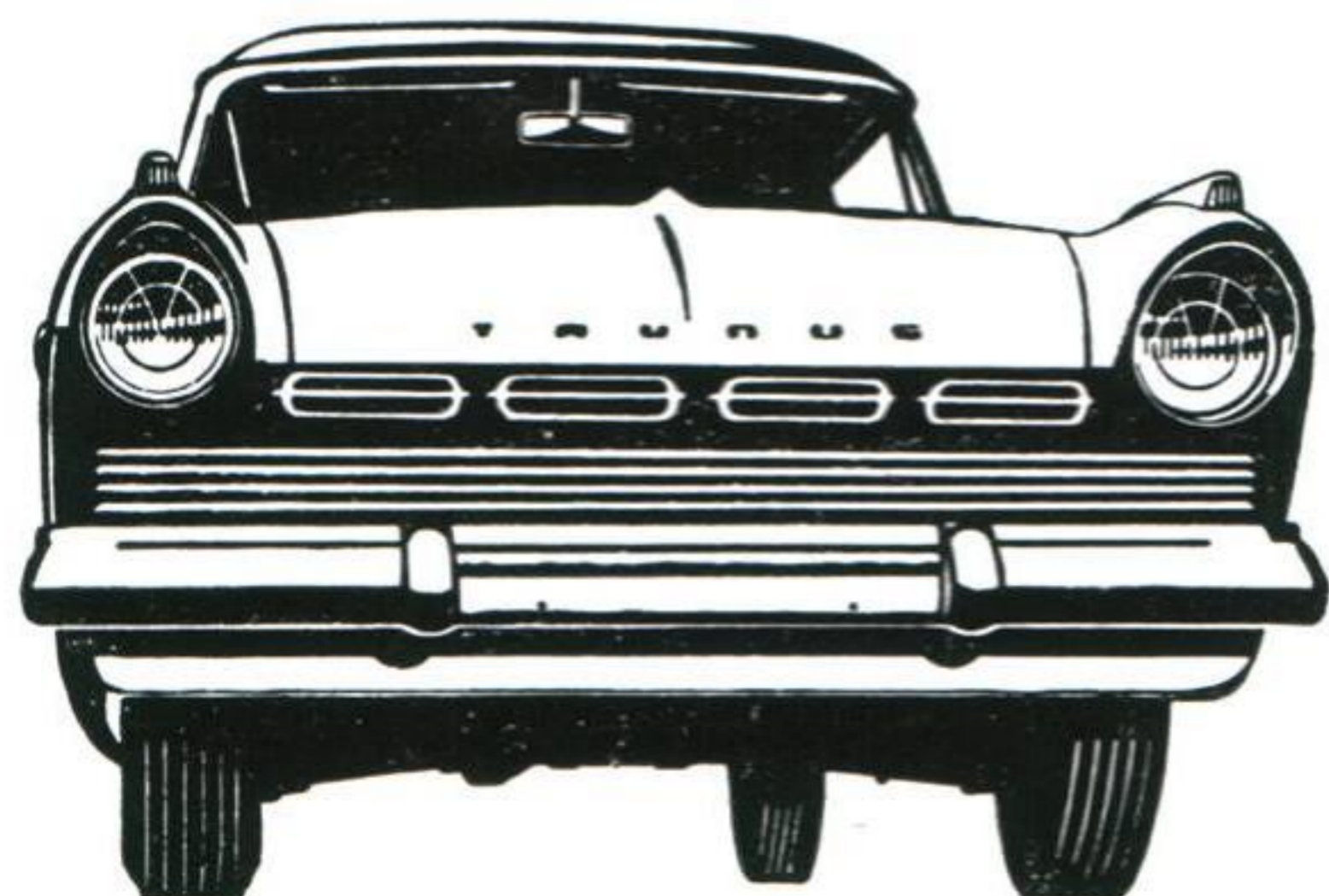
by Cpl Jim McGovern

This month's bundle of chatter originates from the rolling hills of Zweibrücken. About now it would seem that the Moosemen have settled into their new home away from home very nicely. It's a bit of a hardship to be away from the little missus and the kids, but there is the odd pastime that one can indulge in to keep one's mind occupied to the point where one can refrain from becoming bored. For the single man, the scope is much wider. Well, — I guess!



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There are many points of interest which can be visited during the off-duty hours. Most popular are: Bikini Lake, which is situated somewhere between 3 Wing and the Kaiserslautern ball park, and the Atlantic Bar, where a very quaint string quartet will soothe your nerves. A visit to Zweibrucken isn't complete without a stop at this little spot. A very charming hostess by name of HELEN adds much to the atmosphere also.

As usual, we have little bits of gossip that, we think, will make interesting reading. One gentleman who is worthy of mention this month is Bill "The Terrible" Muise. Couldn't get around to making up his bed for the first three days we were here. Then, there was the rather comical statement uttered by one Jack Gardner at the Saarland-German border early one morning, "How can we be coming from Saarbrucken when we never went there in the first place?" And John Cottingham says "The hogs in Baden are preemer, but here they are more preemer".

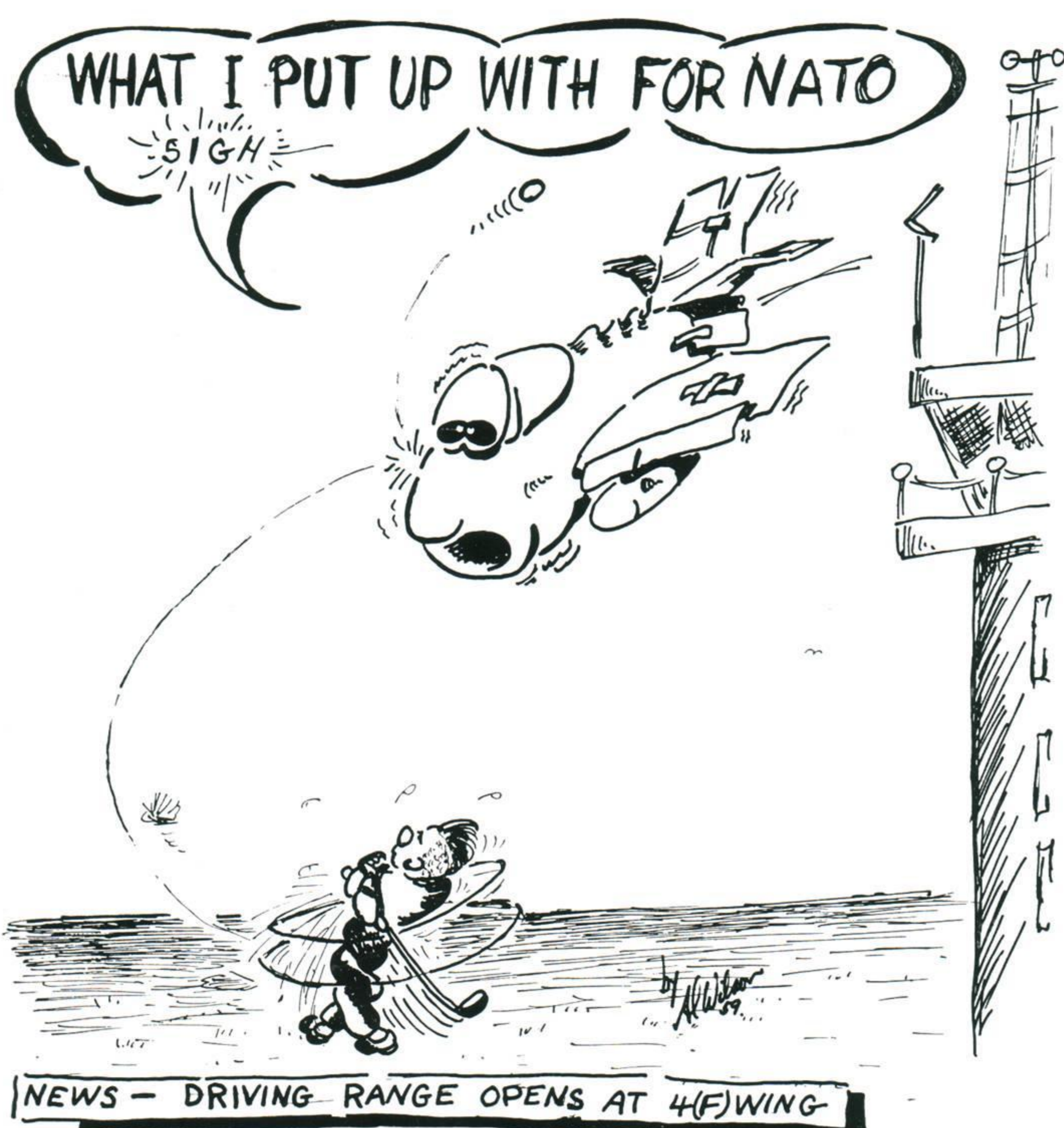
From an operational standpoint, we seem to be holding our own fairly well, and although level ground is non-existent around the dispersal area, we still haven't rolled any CFs down the mountainside. It's a long drop from no. 1 button down to the Hillbilly bar!

Those who witnessed the arrival of our kites will probably agree that it was quite a sight to see Rocket Ringuette out there like a traffic cop. With that much arm waving, it's a wonder he didn't become airborne!

Living in barracks has become routine once again for most of the married types, even under the Marsh plan. A little practice, and a strong determination, and one can wax and polish the ceiling quite easily, as long as you keep a sharp lookout for the guy who is doing the walls. Our barracks is located directly across from the airwomen, but so far we have had no problems here. Perhaps the presence of a six foot barbed wire fence around the feminine ranch can explain this.

One of the joys of 3 Wing is the local radio station. It's nice to get the news and sports from home first hand. Then of course there are a lot of good programmes that most of us haven't heard for ages. Stuff like the Happy Gang and Don Messer and Rawhide sound pretty good after such a long absence from the homefront.

I see by the clock that it's free Parkbrau time at the club, so we shall make a hasty exit. Adios



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422



Sqn

by F/O Wm. J. McArthur

Unfortunately articles for "Der Flieger" have to be handed in two weeks before the printed magazine becomes available on the station. This period allows for editorial comment, criticism and printing, all of which are most necessary. It was, therefore, a somewhat dubious pen which wrote about 422 Squadron at Decimomannu in the June "Flieger". It is more than pleasant to record, however, that any optimism which may have been expressed regarding individual or squadron hopes were more than fulfilled. Four two two squadron has once again demonstrated its ability both in the air and on the ground, and while one can only feel a little sorry for individuals or groups of individuals who lay claim to being the "Best in the World", we of the Four Twenty Second do feel a sense of pride in having shown our superiority again. We hesitate to make forecasts regarding the future, but it should be known that our loins are girded. Congratulations are due to the groundcrew who worked so well, and the pilots who performed with such admirable determination and ability. In the latter group particular mention must be made of F/L Russell and F/O Pardy, both of whom displayed terrific capability in the flag-puncturing process.

After the Wednesday reunion with wives, families and girl friends, 422 Squadron officers settled down to the very serious business of bidding farewell to our OC of long standing W/C Wright. The official function took place in the 4(F) Wing Officers' Mess on Friday 26th June, in the form of a squadron dining-in night. Normally, entertainment is important for dinners of this type, but on this occasion the officers undertook to provide their own show. The result was both satisfactory and novel.

All this is in the past now. Next Monday morning the Tomahawks will be in the air again, and under the guidance of our new O.C., S/L R. G. Murray, it may certainly be expected that we will not only maintain, but indeed, surpass our present standards. So beware, Lee T. Lion (427 Squadron), Cecil the Snake (444 Squadron), and all fellow travellers, the battle will not easily be won.

## Wing Commander G. G. Wright

On the 10th of December, 1956, W/C Wright was posted to 422 Squadron to assume command. Prior to this he had flown with 421, 439 and even 444 Squadrons. With the leadership of the Wing Commander, our squadron rose to its

present envied and respected position in the Air Division. When someone in 422 speaks of leadership, he is almost sure to think of "Our Boss", who was almost without exception numbered in the most enthusiastic of spectators at our inter-section sports engagements. No mean sportsman himself, the OC. represented the Wing in skeet shooting.

In the air W/C Wright was known as a singularly tough opponent, and as culmination to his service with the squadron, he shot his way to one of the leading positions in the air-to-air gunnery.

Now the Wing Commander goes to the Staff College in Toronto, and thence to a destination as yet unknown. It is with the most sincere regret we say farewell to "The Boss" who has won the greatest respect from all those who worked under him. He will long be remembered by the pilots and groundcrew of the Flying Four Twenty Second.



W/C G. G. Wright

## Tomahawk Wives Talk

by Pamela McArthur

Jealous as we are of the sun-toasted skins on our conquering heroes recently returned from Sardinia, we're looking forward to catching up with them during the next three weeks leave. Uncanny how every time the men are separated from the girls, old Sol always elects to go along with them, though the second week of their absence saw a return of the nice weather at 4 Wing. This time our social life while the men were away was affected by the fact that we were all getting ready for the three-week vacation. There weren't as many parties and gatherings as usual, and we all pored over maps, reservation lists, camping equipment, et cetera. Anticipation of trips in the offing made excitement even higher than usual among those gathered at the 422 dispersal that Wednesday morning to welcome back husbands, fathers and boyfriends.

To get back to what the mice played while the cats were away (now THAT is a switch!), party number one was held

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the evening of the men's departure, — a farewell fete for Mrs Dot Henry, Mrs Doreen Jordsvar, and Mrs Jan Wittich. We gathered at the home of Mrs Effie Kercher at 8:30 pm on the 10th of June, and each of our three guests of honour was presented with an engraved table warmer as a remembrance. Dot and Doreen are off to Metz where, they assured us, the "coffee pot would always be on" if we cared to drop in, and Jan is going home at long last after four years and two children unseen by the grandparents as yet, to Winnipeg. We wish you all pleasant trips and luck in the years to follow. The evening closed with a turkey buffet and delectable deserts putting us all in a good mood to begin our two weeks of grass widowhood.

On Wednesday morning the 17th, we met at the home of Mrs Helen Murray for coffee and to discuss plans for honouring departing friends next year. It was voted by a wide majority to change the present procedure of evening hen parties to a mixed dinner with our husbands at a local gasthaus where the couple departing would be guests of the others present. The usual engraved gift would be presented at one of the morning coffee parties. This business was conducted in an interesting candlelit atmosphere, a very original effect in our routine coffee parties.

Other than the foregoing, activities centered around Civil Defence lectures, PMQ inspections, school commencement exercises and inoculation parades, all of which were happily finished off nicely in time to take off for a carefree holiday. Just prior to going our separate ways, a farewell party was given by S/L and Mrs Murray for the departing O.C. W/C G. G. Wright. As this column had to be on the editor's desk before the event took place, a full report is not possible now, but it is noteworthy that W/C Wright was particularly popular among the wives of the Tomahawk Squadron, for his unfailing appreciation of the part we play in our husband's career and general outlook. We are sorry to see the Wing Commander go, but we wish him success and happiness in all future undertakings.



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444



SQN

by F/O Randall

Time once again for a Cobra report and although we may not be with you, we trust that the Hatchet Squadron will safely guard the Flugplatz along the Rhein as we did in the month of June. The Four Forty Fourth enjoyed ruling its little kingdom, — that is almost. There were those Station Duties.

Just so we would not get too relaxed, in our work, we had a little local exercise. Never before were cattle so inquisitive. Then for us who did not survive properly, there was 5BX practice, experiments on keeping wet on dry nights.

Activity in movements showed a sharp increase last month. The squadron had its farewell party for F/O Downes. We were all sorry to see Garry leave us and return to Canada. F/O Gallinger is back in Canada for the Junior Officers Admin Course. All the squadron regretted the sudden loss of our Deputy OC F/L Frith who was whisked away to Metz. Bob & Mary will certainly be missed by all our squadron members. We would like to welcome F/L Jack Regan back to the squadron from his Fighter Leaders Course in Canada. We are happy to have you with us again Jack.

To look at new squadron members for last month. At the top of the list is our young member Debra Ann Garry with S/L & Mrs Garry the proud parents of the young daughter. Turning to flying members we would like to welcome F/O & Mrs Willis, F/O & Mrs Moffatt and F/O & Mrs Haip to the squadron. We hope you will enjoy your stay at Four Wing.

Last but not least we would like to congratulate 422 on their fine shooting at Sardinia, a very good show chaps.



Above is a picture of F/L Gordon McLeod stepping down

from an F86 after completing his 2000th hour of jet flying. Gordy, who came to the squadron in June 1957, is one of our most experienced pilots with 3000 hours total flying.

Hailing from Montreal, Gordon began flying with the RCAF at Centralia in 1950, moving on to Air Armament School at MacDonalld after graduation. Posted to Trenton in June 1952 he later attended Flying Instructors School there and then moved to AFS Portage La Prairie where he began instructing on Harvards in Oct. 53. Moving to T33's in January 54 Gordy acquired some 1300 hrs jet instructing until the end of 1956, when he was posted to Chatham for conversion to Sabres.

Since coming to the squadron Gordy has been promoted to Flight Lieutenant, has become a valuable F.W.I and recently a deputy Flight Commander. With his valuable flying experience and exceptional personality, Gordy is liked and respected by all, — on the ground, and in the air. We congratulate you on your 2000th jet hour Gord, and wish you lots of luck in acquiring many more hours in the future.

## 444 Ground Crew News

Hangar: I'll start off this month with belated congratulation to Jim and Sonja Nason on their recent addition in the form of a bouncing baby boy. Lots of luck in any further undertakings of this sort. Wedding bells are in the air once again with LAC Fred Mercer taking the big step this time. Best wishes for a long and happy marriage, Fred.

We have a new face creeping around our glass house, belonging to LAC "AL" Forbes who is a recent electrical grad from Camp Borden. Welcome to our cavalcade of comedy, Al.

I hear WOI "wrong hole" Fraser is taking lessons on the right and wrong way to enter a sleeping bag.

LAC "Keith" Toffelmire has been taking it pretty cool lately, I guess he doesn't care for the idea of getting locked up in old castles.

About the only thing we heard LAC "Frank" McNeil say this month is "Boy I've only got two more months left in this place and when I leave here I don't want to come back". What's wrong, Frank are they giving you a hard time again?

I see LAC "Slim" Stoliar has bought himself a big Opel Kapitän and is now open for any criticisms anyone may have. By the way, Nick, what are we going to do for coverall exchange when we go to Sardinia?

LAC Zeilke has gone up to Supply to get himself a pair of white coveralls. He says he is going to be chief sanitary engineer of the advance party.

LAC Patty Bohan recently tried out his vocal chords in a certain "Gasthaus" in Gernsbach and much to his surprise, he was invited back for a tryout with the band. The only trouble is he knows only one song.

LAC "Sniffer" Fortin and Cpl "Bill" Heslop returned from a week's leave in Spain. From what we hear it sounds as if it was quite an exciting trip.

By the way, from now on Bill wants to be referred to as a "Junior Non-Commissioned Officer" not just as ordinary Cpl. I guess he figures he'll get more work done that way.

The latest phrases from here this week are: "You guys find that leak yet?" or "Let's take all the hydraulics out of this thing and put in cables."

Well that's about it from this end so I will turn it over to Don "The Drip" Sinnema with his "A" Flight high lights.

It has been fairly busy around the shack. The boys in our tool crib here though, seem to have things well in hand. There is a certain AST type who is staying away from Baden-Baden. Could it be that you have a cold, Bob? Congratulations on your clean up, Harvey, a few bucks here and there sure helps, with the price of cokes and ice-cubes so high. Well, so much for the white-collar boys, we will now take a tour of the tents starting with the Jones boys.

Well, here we are once again with a bit of news from the better half of this Zulu squadron's dispersal. LAC "Fire Picket" Riske has a "new" Dauphine but there is quite a bit of talk that he is thinking of trading it in on a roomier Volkswagen. Right Ron? There is a position open in the flight for a life guard. Happens to be a certain electrical Corporal who takes a fiendish delight in drowning flowers. Something should be done about this ghoul.

LAC Dave Hughes has promised Sgt Jones faithfully that he is going to invest in an alarm clock. It seems now that he is even beating Matey (MK II) in to work in the morning. While we are on the subject of Mateys, our local spy system has discovered a new member to that ancient order of exalted (or should I say exiled) Kippers. Cpl Ron Brimacombe is now fully installed as Matey Three and we believe him well suited to this title. Dick "Looie" Gelinas just can't seem to get the hang of playing volley ball. I think myself if he took a few pointers from Mills he would improve his game. While on the subject, Sgt. Jack Snape quit playing the game one day. Could that pass he received from Cpl. "Crewcut" Porter have anything to do with it?

LAC's "Gummi" Gill and Rex "Bridgewater" Young are most adept at checking our flight's 'tyres'. Seems a certain griper by the name of O'Toole plans on coming over from the other side to do a bit of contact training. These two keen types should have you genned up in no time at all Don.

Red "The Bubble Gum Bandit" Leblanc has sold his blue lemon. He is now terrorizing PMQs with his trusty steed Lambretta. Sgt "Three Sheets To The Wind" Jones has promised his mate faithfully never to stop at the PM.Q gasthaus on the way home from Zulu again. We have faith in you Jonesy. Now a few words from "B" side.

"B" flight finally mustered up the energy and built a Volley Ball Court so now we are on equal standing with "A" flight. O'Toole is having quite a problem teaching non-players the fundamentals of the game. But things are coming along pretty fair, though.

It seems that Zulu hangar has become a band stand since Strom got that Trumpet or whatever it is.

By the way Don you never did finish that joke about the cow catcher???

At this time we extend sympathy to Guy who may have to make a visit back to Canada. Here's hoping things will turn out okay, Guy.

I see Sgt "Ron" Hewitt is back from his course in Canada. Good to have you back Sarge.

What is this I hear about Gill proposing in a Gasthaus? My! oh My!

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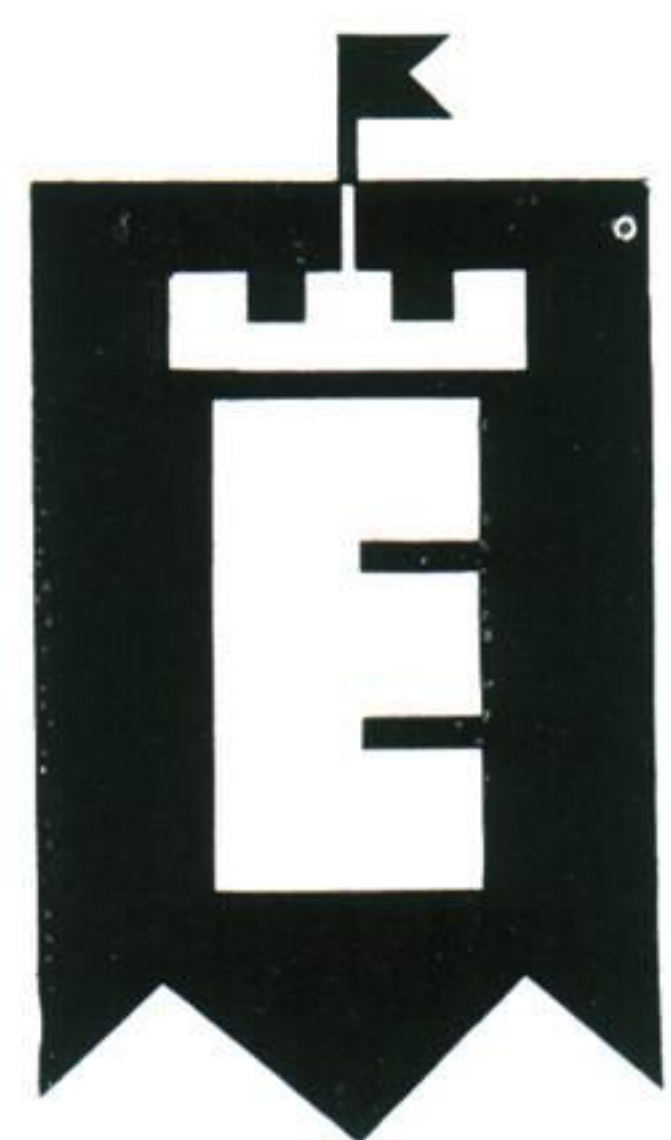
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## Wing Maintenance

by Sgt Lowdon

This month's effort should prove to be dandy as most of our reporters are scattered all over the continent. So it seems as though the burden rests squarely on my shoulders with the exception of a noble effort put forth on behalf of the Instrument and Electrical Section by our new reporter, George York. Welcome to the staff George, you will have your work cut out for you to keep up the standards set by our retiring reporter, Sgt Jack Glover. We want to take advantage of this opportunity to say "farewell" and many thanks Jack, for the work you have turned in, in the past, and the best of luck in your new abode. While I am handing out bouquets, I must welcome the report turned in by Walt Kubida from Log Control. So now down to the hangar to see what's cooking.

Last month I heard a rumble about wedding bells pealing in the fall. After a little research I have found out that we will be swamped with nuptial ceremonies this Fall. As I said before, Bill Ritchie is burning up the wires at the Chapel these days. I find that Lac Maheux is taking the big step sometime this Fall. He is tying the knot with one of Deutschland's native daughters from Rastatt by the name of Maria Walter. Time to be announced in a later edition. It also appears that Germany will be gaining another son-in-law, (or is that backwards?) by the name of Wanvig, who is teaming up with yet another local girl from Sandweier. This date is also to be announced later.

We see a new, modified edition of Sgt Keele walking, if that's what you would call it, around the hangar these days. Seems that he is getting his lungs de-carbonized with a new fangled waterless cooker for his cigarettes. They tell me that the darned thing is guaranteed to add at least six months to one's life expectancy. I also have it on good authority that it makes smoking a waste of ten cents a packet.

FS Fairbairn is departing on August 13, heading for Greenwood. We wish you the best of luck, Jock. You are sure to run into some old friends among the crowd that is reported to be gathering there. You may even be able to dust off the welcome mat for some of us in the not too distant future.

It has been brought to my attention that after a long and valiant struggle, Walker has finally managed to latch on to a VW bus. They seem to be hard to get, though for the life of me, I can't see why. It seems that I have heard of any number of people saddled with one who would gladly part with it.

We are happy to welcome Gerry Wyman back to the hangar after his stint over at Training Flight. It seems too bad that he had to come in the summer time and miss the good weather. However he seems to be happy about the whole deal.

Last June 26 we had a bang up party at the Red Ox in Kuppenheim. Those who attended had a grand time and those who didn't should have. Most of the credit for the good times had by all was due to the efforts of our hard working canteen committee, and I think we owe them a vote of thanks. The rest of the credit goes to you good people who turned up, for without you the whole thing would have been a dismal failure.

### *Gasthaus „zum Löwen“*

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all kinds of beverages, ideal for section party 30-400 persons.  
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As we have no Safety Equipment reporter, I'll add these couple of items that come to mind. Gute Fahrt is wished to Harry Ruggles who will be taking leave of us on July 29, aboard the Ivernia, and bound for Saskatoon. Hope you find everything to your liking there Harry. Who knows, maybe you'll be able to swing a POL course from there.

As I was saying, our S. E. reporter has been away and for his convenience almost got himself a Putt-Putt in time for it to be some use to him. However, it sure will be just the rig for you now that you are in P. M. Q.'s, Harvey. Who knows, with all these women taking driving lessons I may have to bum a ride to work with you.

Now we will take a swing over to the Instrument and Electrical section and a few chosen words from George York, who has been volunteered to play roving reporter for the Flieger.

About the biggest scoop this month was Lac Jim Ward's trip to Wales. Poor Jim, he'll never be the same, — he got married. The newlyweds' first night in Germany was spent entertaining the boys from the section. It must have been a good party, judging by the condition of the eyeballs around the section the next morning.

Lac Cormack has moved into the section stores, and will be taking over from yours truly. Hope you like it, Larry. The big fad around the section is painting tool boxes. Snuffy Smith never had it so good. Cpl Wood, of 422 fame, has been honouring us with his presence while the Squadron was in Sardinia. Sgt Deweile has left for England and plans to bring back a bride. Must be something in the air over here. Yours truly had a bit of a holiday for 11 days up in Luxembourg looking after the Scouts. Pretty soft.

Now to the lesser half of the I & E. It seems that the Instrument Corporals are bound to give the electricians a hard time. Oh well, wait till the roll call comes back to our section. Remember, we have you outnumbered.

While Johny Weedon vacations in Sardinia, 422 has given us Paul Schwan to take his place in the whist league. Not doing so well, eh Paul?

By the way, I should thank Mr. Schwan for presenting Paul with a baby boy. I received a cigar out of the deal.

There seems to be a race for a certain vacant parking spot by the hangar, with Cpl Turner usually winning. Hmmmm, may the best man win. News of posting and transfers: Cpl McFarlane is going to 6 RD, just couldn't stay away from Sgt Glover and Lac Short. Cpl Gordie Greer has learned that AMC is looming up in the near future.

Late Flash: The Instrument Section Panthers trounced the devil out of Training Flight Penguins, in the game of the year. Score? 32 — 10.

Late, Late Flash: Lac Standal's car has given up the ghost AGAIN. Trouble always comes in threes. Sgt Conn, Cpl Crossmann, and now this.

So much for the I & E Section and now for a few words of wisdom from log control Section, the Legion of Lost Souls. Please pay close attention, as these may be the first and the

last words of wisdom that ever have or ever will come from that exalted place.

Sgt Olynyk has taken the bars off the windows, that is the reason this news leaked out. When entering log control, one is suddenly confronted with the EO library on the right and the Mod Section on the left. The EO library, or the home of the EO's as you may wish to call it, is operated by those two sons of Soellingen, Cpl Schneider and his able assistant Lac Slaght. The latter is considered one of our group's most brilliant conversationalists, which I will prove by the following example. Slaght "Now just listen here, pause, I'm — — — uh — — — yeh — — — pause, well okay, yes. I'll do it." At which time Mr. Slaght saunters from the phone, with expanded chest, and for all to hear says "Well, I guess I told him". Yes sir, Ed, we like your aggressive manner, it shows a lot of initiative and forethought. As for Cpl Schneider, the only time we



know he is with us is when a loud unearthly bellow is heard from the vicinity of the EO library, which Mr. Schneider still insists is singing. Keep trying Red, someday you may make the hit parade.

The Mod Section is ably operated by that Daring Deutscher an Aelzenberger by the name of Paul. At any time of the day Paul can be heard saying "Ve haff zum kits wich iss available, Undt ve haff zum kits vaat we don't haff". Paul is to be commended for the efficient way that the Mod Section is operated.

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Above the clatter of the typewriters, Lac Johnson, Johannessonnn, for short, can be heard whistling that all time favourite, "Cruising Down The River". We in log control are not just sure what river John means, but we would venture to guess that it might be the Rhine. Yes, sir, that Rhine must be some river.

We are sorry to be informed that our man of many trades, including typewriter technician, Lac Wheeler, is leaving us sometime in the near future. Lots of luck on your new posting, Wheel. We have acquired a new member to our fold, Lac Girard. We hope that your stay here will be a happy one.

I feel cold clammy fingers tightening around my throat, "Okay Sarge, I'll — glub glub — get back to — gurgle — work". See you all in the next edition.

And now, for the last word in our contribution to this month's Flieger, we will take a run over to Training Flight where I will try my best to substitute for Duke Ducharme, who is at present enjoying a spot of leave in the local area. Several things should have taken place by the time you read this. For one, Mrs. Art Travis should have presented Art with the necessary excuse for passing out the cigars. I shan't try to hazard a guess as to the sex, for by now it is a case of what will be will be.

Number two on the list, is that FS Mohr should be back at the helm after his POL Course in Canada. During his absence, yours truly, Sgt Lowdon, tried to fill in. I guess that about the time I have to leave this happy place, the boys over here will just about have me broken in to their standards.

Eric Alp is at present away on the same course, soaking up some of that fine Prairie hospitality. We hope that all these fellows are living up to the 4 Wing policy, and being goodwill ambassadors to the land of the round doorknobs.

As was reported earlier, the Penguins suffered a slight setback at the hands of the Panthers, however let us assure you that this situation is only temporary and any of you others who feel you have teams worthy of our competition, — beware! The ground has been dampened down since that game and we now have our web feet firmly planted. 265 is our local. We are always willing to oblige.

Bill Ritchie has moved over here with us from the hangar, and is piling up the profits running the canteen. As long as he doesn't pile them up where the rest of us can't find them, it will be alright. We have another young fellow around here by the name of Hairless Haines. At least he knows about piston engines, a thing that is being found less and less in the younger set. Well, at least we have someone to call on to look after the Bugchaser.

I find that I will have to bring this to a close now. I feel sure that some of the older hands around here could have done a better job, however just hold off until next month when the Duke will be back to bring you all up to date once more.

That winds up this month's edition, and it was a bit of a toughie to write as you will have guessed if you stuck with us this far. Who knows, perhaps with the lack of activity

around here next month's report will be even harder to scrape together. So for this month we will leave you with a little safety tip that comes to mind: "Four wheeled brakes are not much good without foresighted drivers".

## Supply Section

Greetings: Here we are again with the latest poop.

To start off with, welcome to F/L Lemmex who's replacing F/L Davies, and to FS Dickie who's taking up where FS Kennedy left off. I think you'll like it here among us. I hope so.

Sgt Smith and LACs Mullin and Mayfield have all had a look at Luxembourg. Glad to see they didn't lose too much weight. The parks are lovely.

Air Movements' Bill Weekes and Frau have received a complimentary fender guide from Baden Bus Lines. Ask the wife about that one Bill.

Anyone seen two packing cases that disappeared from R&I? Maybe they went the same place all good books and magazines go, Tex.

Freddy and Denise were seen in the PX on the 24th of June looking at rings. Don't worry Fred, a lot of us had to go in the hole in order to get married. How many carrots? That sounds like a Janosik joke.

That poor Sergeant still hasn't found a parking spot. Funny how a person could lose a thing that big.

Friday the 19th of June saw a bunch of us shaking the Gasthaus Russel in Schwarzach. We should do it again some time, — maybe. Owning a car and not being able to drive it is not always the solution, is it Sarge.

The back of Jeannie's dress was wet again and when it was brought to her attention she threatened to wear her bathing suit and dehydrate that Frenchman who's been following her around. Save it for sports afternoon, Jean.

### Strictly Confidential

Heard a rumour yesterday  
Regarding quite a raise in pay.  
Just who told me I won't say  
But this boy missed Promotion day.  
It was a time-worn LAC,  
Now don't go thinking it was me,  
If the Civvies get it why won't we  
Don't two and two add up to three?  
You realize it's quite absurd  
Believing every rumour heard,  
So all your heads with helmets gird  
And wait that ever constant bird.

With that we'll say good-bye and where are all the Stand-downs?

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by Laurie Morris

As 75% of the airwomen are on leave in almost every corner of Europe, it seemed as if this month's column would be a very hard task. But on the contrary I found that my note book contained a load of gossip and interesting information that I was able to very slyly acquire before they left. One must be a Sherlock Holmes to get any information from the airwomen on their activities, not because they are bad, but they are very modest and do not wish to see their names in the spotlight.

I would like to take this opportunity to welcome F/O L. E. Barraud, our new A/PAdO to this Wing. F/O Barraud comes to us from Stn Mont Apica, and I'm sure that she will feel very much at home after having spent a short tour in the wilderness, so close to the Schwarzwald. The airwomen of this Wing would like to wish her a happy and enjoyable stay at 4 (F) Wing, and we hope that she will find us not too bothersome with our small troubles. We are proud to have you aboard, Ma'am.



F/O L. E. Barraud

**New Arrivals:** Two new Luftwaffenhelferinnen (translation, - airwomen) have been added to the angel set of 4 Wing. LAW

(Audrey) Hardie from Stn Comox, is attached to the hospital staff, - for how long it's hard to tell, but the way things look at the hospital with all the MedAs getting married, there is a fair chance she will remain for a few months. Next in the weather department from Stn Centralia comes another wizard of temperature, LAW Gobeil, who will be working in the well known section of S/L Moakler, - the weather office. Nice to have you with us, join the gang, get yourself a key, - barracks are locked at this station. All kidding aside we're glad to have you aboard, and we hope you will enjoy the beer and schnitzel.

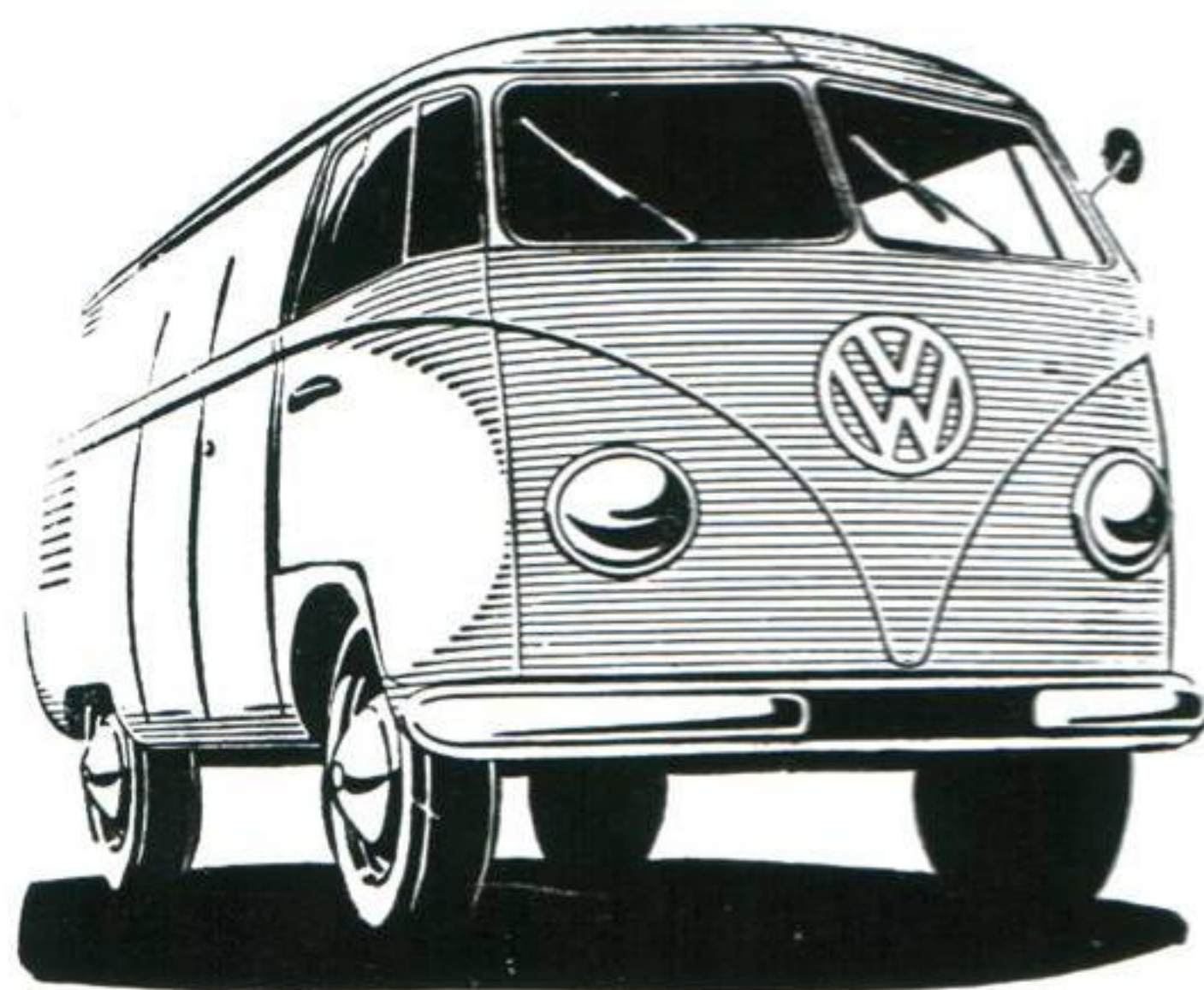
By the time this magazine is out on the market, Barb and Herr will be Mr & Mrs. For quite some time we have been waiting for wedding bells to ring. We wish you a happy married life and all the luck in the world. Barb, anytime you want to do your washing you can use the old one in the barrack block, - not that we have a new one, but we just want you to know that you're welcome in BB 17 A anytime.

**Flash - Gossip** - Robbie & May have returned from leave, earlier than planned; did the money run out or were you just lonesome for the activities of 4 Wing. Genie Harfitt's name was spelled wrong in my last month's column; - just the other day she gave me the right spelling **Jeannie**, but being so used to writing Genie, I would like to continue writing as previously if you don't mind Genie or Jeannie. "Oh! he's just not my type" is a favourite saying of a certain airwoman who takes great interest in records. Everyday we hear the married women telling each other about how perfect their cakes and pies comes out everytime; well they haven't baked or seen anything until they taste Inkey's delicious chocolate cake covered (a little too much) with fudge icing, - yummy, it's good. Terry has a new interest, - a man I was told, - I guessed she would after all the airmen hearing about her fudge. Miss Tang, are you going to purchase an Opel, - or are you looking for the chauffeur? By the way I hope you had a nice leave. The weather must have been warm, you're as dark as a chocolate soldier. There's a certain Cpl on TD from Air Div, who takes her work very seriously; I was very surprised but you never know what these characters from France will turn out to be. I'm just kidding, - let's hope we have a chance to see you when you're not on duty or on call. Since Ken is going away for awhile, I wonder if Angel will invite us to the house for supper, - on second thoughts I heard Herr Addis say that Frau Addis could not cook - should we take the chance and go? By the way, Angel, this is a HINT. Betty, who is the young gentleman you're going out with, - by any chance is his name "Pete"? During the excitement in Baden-Baden, Jackie made sure that all doors were securely locked - and you had to have a pass before you could get in BB 17B. She was either scared to death or she wanted to keep him to herself. But knowing Jackie we know that she was just trying to protect the other airwomen, - true, eh Jackie? Jo, how do you like the hospitality of the German people, nice but oh, so very tiresome, as they never let you go, or is it the other way around, - you don't want to leave? Mary, how about the budgie bird business, - I have orders galore, this is getting to the point where it has to be Operation Immediate.

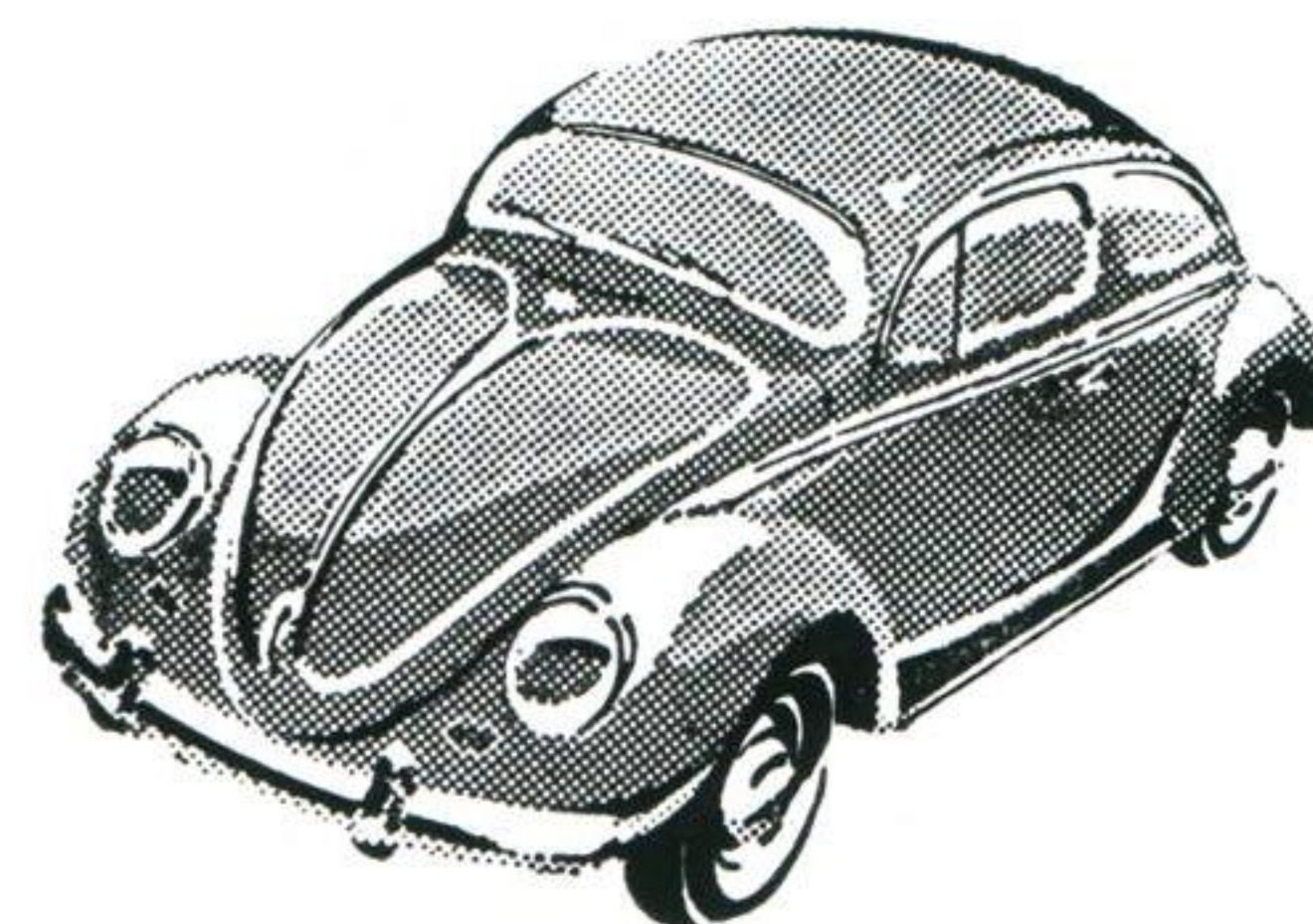
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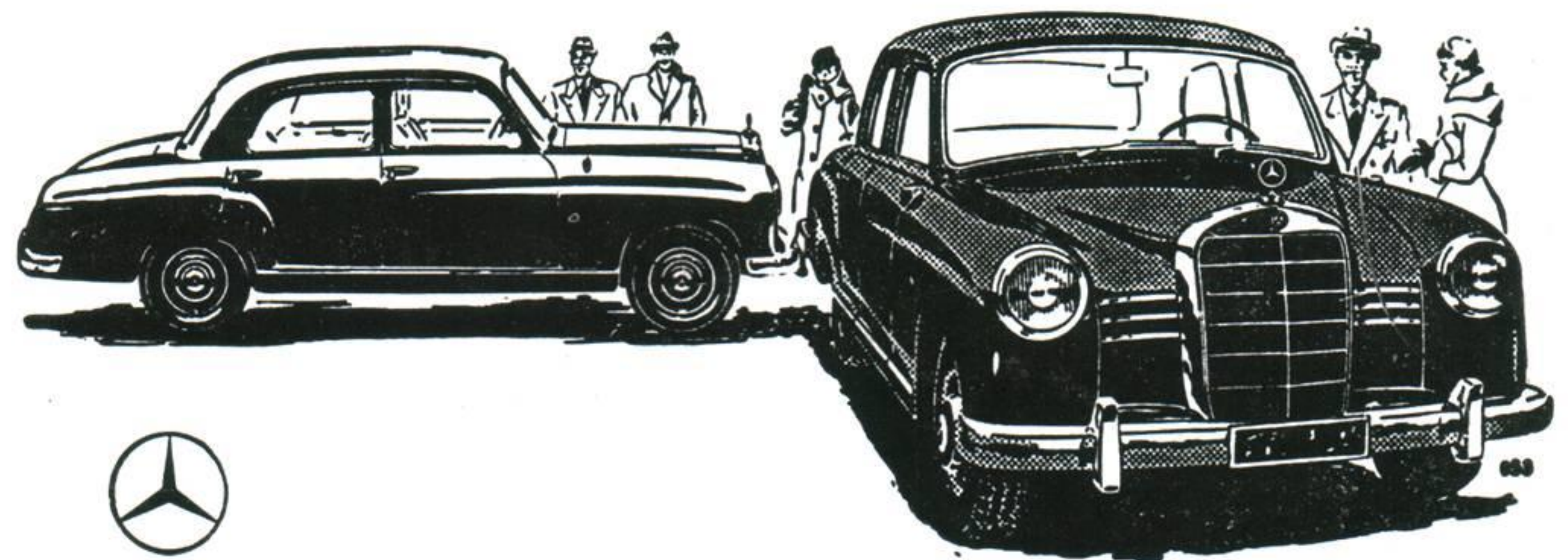
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