4 (F) WING (RCAF)

Schwarzwald Flieger

Fête Des Vendanges - Neuchatel

PUBLISHED BY
4 (F) WING RCAF

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Air Div Wins Guynemer Trophy

The RCAF air and ground team swept to victory over seven other teams in the international air to air gunnery meet of Allied Air Forces Central Europe to take the Guynemer Trophy for the second time. The trophy was formally presented to the RCAF 1 Air Division team by General Leon Johnson, USAF, deputy for air to the Supreme Allied Commander Europe, in a ceremony at the French air base of Cazaux on Saturday August 29. Pictured above are the five Sabre jet pilots, who comprised the Canadian air firing team, being shoulderd by their groundcrews. They are (left to right) F/O William McArthur, 4 Fighter Wing, from Aukland New Zealand; F/L Ron McGarva, 1 Fighter Wing, from Balmoral, Manitoba; F/L Alfred McDonald, 3 Fighter Wing, from Barrie, Ontario; F/O David Barker 4 Fighter Wing, from Lakeview, Ontario. Symbolic of air to air gunnery supremacy within the NATO air forces of central Europe, the Guynemer Trophy was captured by the RCAF Air Division team when it was put up for competition for the first time last year. This year they scored over seven other top teams from the UK, United States, France, Belgium and the Netherlands to take the trophy for their second straight win.

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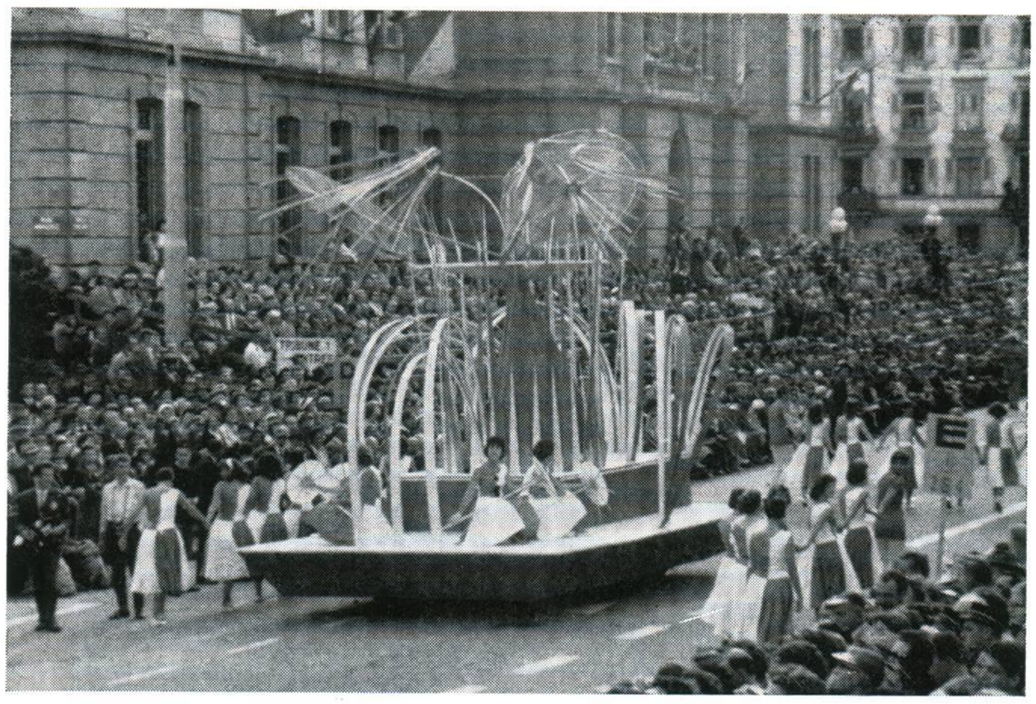


A typical scene in the Grape Harvest Parade

Fête Des Vendanges

In the forthcoming weeks most wine-producing areas will celebrate the gathering of the grape harvest. In French these festivals are known as "Fetes des Vendanges". One of the most colourful and interesting of these festivals takes place at Neuchatel in Switzerland, a five to six hours drive from the Wing. This year the Fete will take place the week-end of the 3rd—4th October. For two days the city will be colourfully decorated and will be given over to interesting and picturesque events. These include a parade at 1500 hrs on the Sunday. A place in the parade is customarily reserved for guests specially invited from other countries and this year the spot will be occupied by the 65 piece Scottish Gordon Highlanders band which will march in full regalia.

While you are in Neuchatel you should take advantage of the visit to get to know one of Europe's most picturesque cities. The city is old, having been founded by the Romans. You can see relics of the existence of pre-historic lake dwellers and examples of Middle Ages architecture. The castle dates from the 15th century, and the "Maison des Halles" in the market place in the city centre is an exquisite survival of the renaissance period. On the first Sunday of each month Neuchatel exhibits in the museum the three 18th century robots made by the mechanical genius, Jaquet Droz. You can see them go through their uncannily lifelike movements. Neuchatel by the way is often described as the nerve-center of Swiss watchmaking. Located there is the Swiss Research Laboratory for watchmaking and the Swiss Observatory.

To see the old town in a single walk, begin at the Maison des Halles (1570—1575), an ancient Burgundian building. Here turn right along the Rue du Tresor, ascend to the Rue du Chateau, to the Collegiale and Chateau. The Collegiale church was built in the twelfth and thirteenth centuries; its principal

The Market=place in Neuchatel

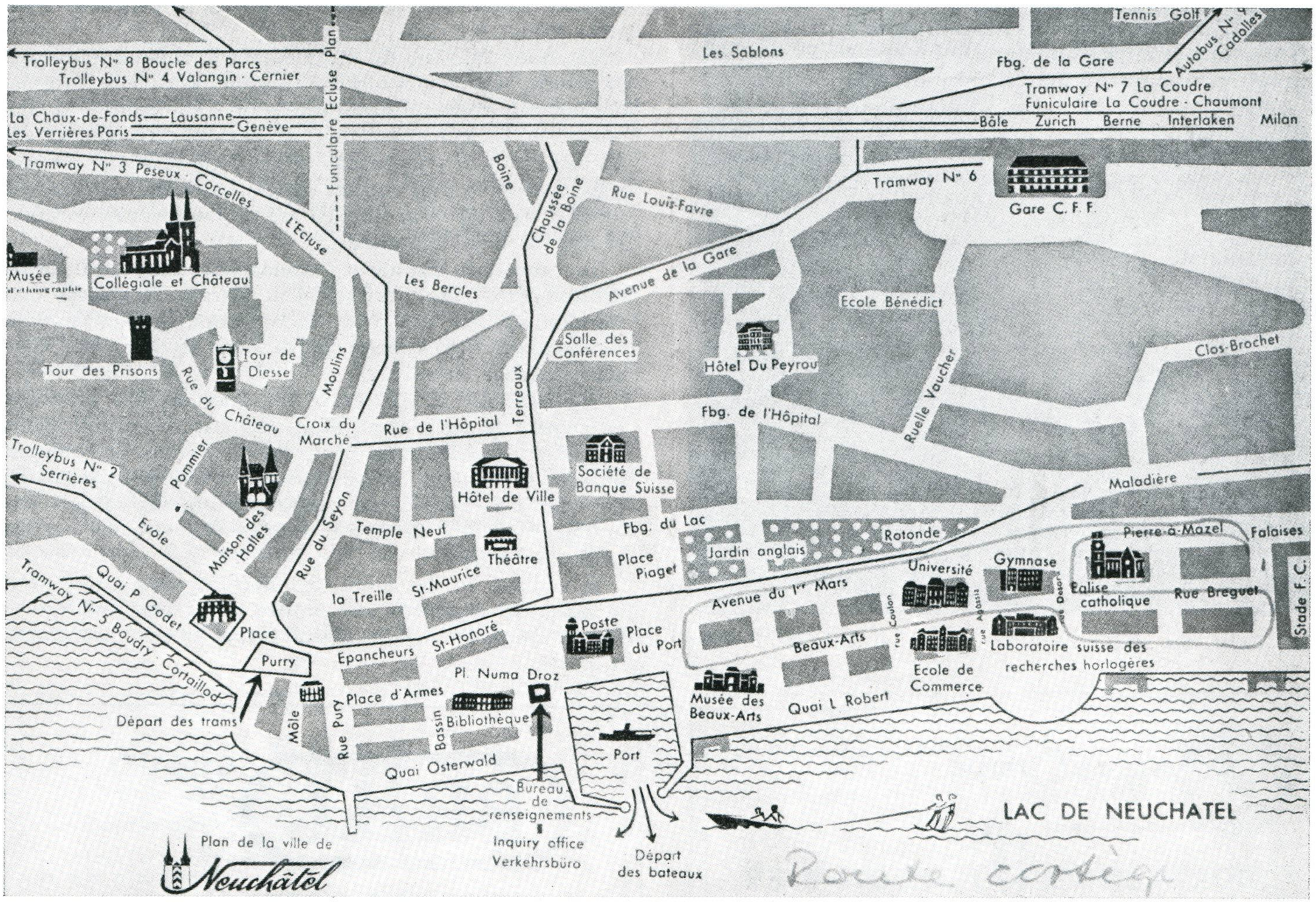
The Gordon Highlanders who will march in full regalia in this year's parade

Neuchatel

objects of interest are the stained glass and the curious tomb with effigies, bearing the date 1372, raised by the Count of Neuchatel in memory of his ancestors and himself. A fine Gothic cloister adjoins the church. Beyond it is the courtyard of the Chateau, entered by a heavy machi-colated gateway (open to the public), the whole forming a picturesque and imposing group. The chateau, the former residence of the Counts of Neuchatel, dates from the twelfth century.

Descending by the Rue du Pommier, we reach the Quai Godet, leading to the Place Pury. At the Place Pury take La Treille St Maurice to the Theatre and behind it the Hotel de Ville built in 1790. From here follow the Faubourg de l'Hospital until on the left you see, back from the street, the Palais du Peyrou built in 1770.

One of the floats in the parade



Map of Neuchatel. — The route the parade will follow is shown on the right.

M.S.E.

Purpose of M. S. E.

The fundamental purpose of all Air Force sections is to help keep aircraft and their aircrews flying. This is no small task as aircraft cannot be got into the air unless a great deal of ground support has first been provided. The MSE (formerly VME) section's part in this support is to provide the vast amount of ground transport required. This ranges from transport of baggage to and from Le Havre through movement of crashed aircraft to repair depots, to operation of specialized equipment to keep the runways and taxi strips clear of snow.

M. S. E. O.

The M. S. E. O. at this Wing is F/O Baker. It is his job to see that the personnel under his command are fully capable of performing the work they may be called upon to do, that the many types of equipment are properly maintained, and that all vehicle operations are carefully scheduled so that an important operation is not jeopardized because of poor management and programming methods. With almost 300 vehicles to look after, this is no small task.

F/O Baker, the MSEO, discussing a problem with Sgt. Benesko

Procurement of Vehicles

It is well known by now that the RCAF in Europe has adopted the policy of purchasing European type vehicles. These vehicles are procured from different parts of Germany, and it is the responsibility of 4 (F) Wing to do the acceptance checks and inspections on these vehicles. They are then stored here awaiting the arrival of personnel from other Wings for pickup.

To ensure that the RCAF is fully informed on each type of vehicle, it is 4(F) Wing's responsibility to examine component and structural manufacture of these vehicles on the assembly line and to see that all terms of the contract are fulfilled, including undercoating etc. It is also 4(F) Wing's responsibility to find out any peculiarity of the vehicles and forward data on them through the proper channels to other Wings for their information.

To carry out the above commitments fully it is often necessary to deal directly with German engineers and technical advisers and to do so one must be familiar with all European type vehicles and be able to speak the German language fluently.

The M.S.E.O. at 4(F) Wing has delegated this particular assignment to Sgt "Alex" Born who has the qualifications necessary to fulfil this phase of M.S.E. in an efficient manner. It is not an uncommon sight to see Sgt Born leaving the M.S.E. Section in the morning proceeding to Stuttgart or Gaggenau or a factory at another city to carry out his inspection tours.

In addition to the above, Sgt Born is often called upon to make investigations and inquire about new and special equipment pertaining to aircraft support, such as runway

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sanding machines, snow removal equipment etc. When a requirement of this type arises, Sgt. Born must obtain the cost and technical data of the particular piece of equipment and forward it to the unit or HQ concerned.

Equipment

All our personnel are familiar with the General Equipment operated by M.S.E. Part of this equipment are the buses which are called upon for a large number of tasks. They bring aircrew from the briefing room to the dispersals, transport our wives between PMQs and the grocery store, pick-up our kids from the economy and bring them to school, and meet the large number of drafts arriving at Baden-Oos from Canada. Most of the operations are performed on a schedule basis and require drivers being assigned to them for most of the day. Another part of this equipment are the stake trucks which you can see day after day transporting baggage and equipment. At the opposite end of the scale, size-wise, are the small volkswagen buses which are good general work-horses and perform innumerable jobs on a comparatively cheap basis. Your copy of this magazine was probably delivered to your section by a Volks bus.

The Specialized Equipment of M.S.E. is comprised of two parts, Heavy Equipment and Refuelling. Both parts of this subsection are under the watchful eye of FS "Ray" Fortin.

There are several types of vehicles in H.E., which range from lorain cranes and tractor-trailers, right down to front end loaders and fork lifts.

During the summer months H. E. is kept busy hauling freight and baggage, unloading aircraft and doing any earth moving jobs required. In addition to this phase of work, the summer months are used for repairing, cleaning, and painting all snow removal equipment.

Although the summer months are busy, it is the winter months that keep things hopping. In winter it is the responsibility of H.E. to keep all areas clear of snow; of course the most important of these are the runways and taxi strips. By working in close liaison with the Control Tower and the Construction Engineering Officer, the problem of snow is overcome, although sometimes it means long tedious hours of work, stopping only for refuelling, coffee and sandwiches.

One of the all year round jobs of H. E. is the crane standby, which is a 24 hour a day commitment. A crane must be available at all times to lift a crashed or disabled aircraft off the runway. This avoids the undesirable and dangerous situation of one aircraft blocking the runway for long periods.

The other part of Specialized Equipment is Refuelling and it can be said that this is one of the most important parts of M.S.E. Refuelling is under the immediate supervision of Sgt "Humphrey" Burghardt and he is responsible for the maintenance, safe operation and safe dispensing of fuel to aircraft.

Although Sgt Burghardt is responsible it can easily be seen that it would be impossible for him to do all refuelling

Heavy Equipment. Lac Legault and Lac Herrington secure vehicles for transport.

personally. To fulfil all requests for fuel for aircraft there are four Service personnel and five civilians. All these drivers must know the proper method of refuelling all types of aircraft, and must constantly keep a close watch that there

Refuelling pool. Shown above are: Sgt Burghardt, Herr Ernst and Herr Serwe.

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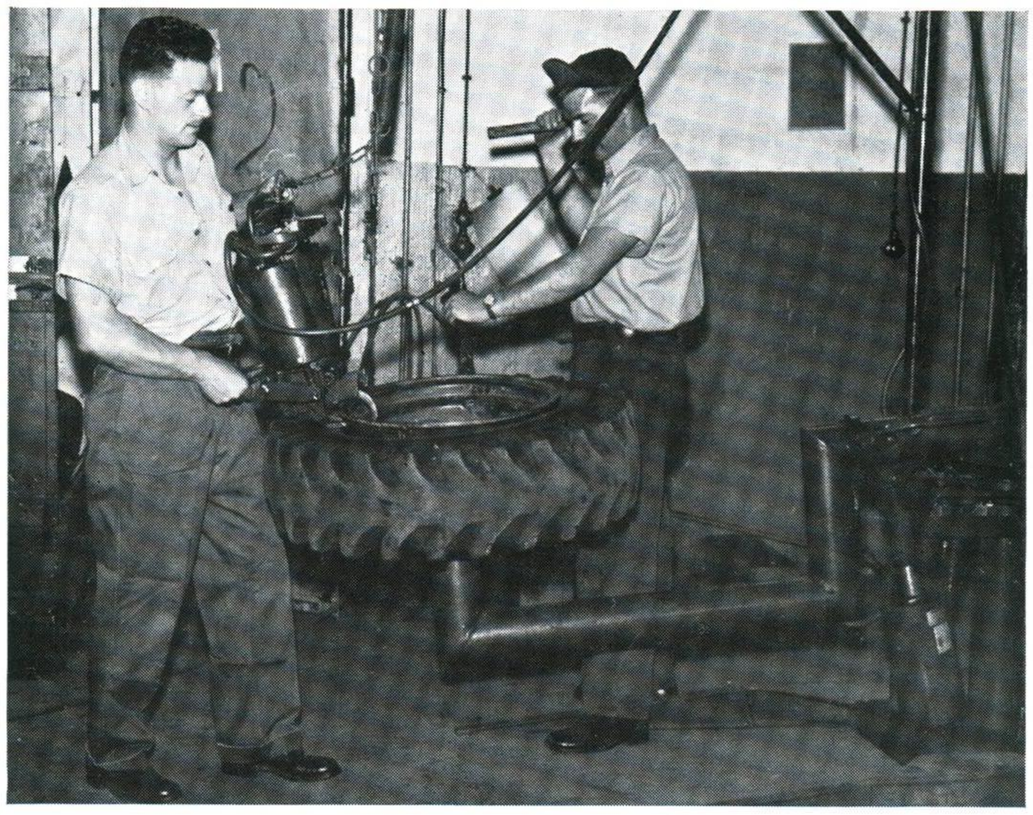


Maintenance. Lac Myers and Lac Leclerc at work in the Tire Bay

are no static sparks or improper grounding to cause a fire, for this could be disastrous.

A despatcher is employed in Specialized Equipment, and it is his duty to despatch all Heavy Equipment and Refuelling Tenders. This Cpl is also responsible to check all water tests of the fuel in the tenders and sign that they are satisfactory.

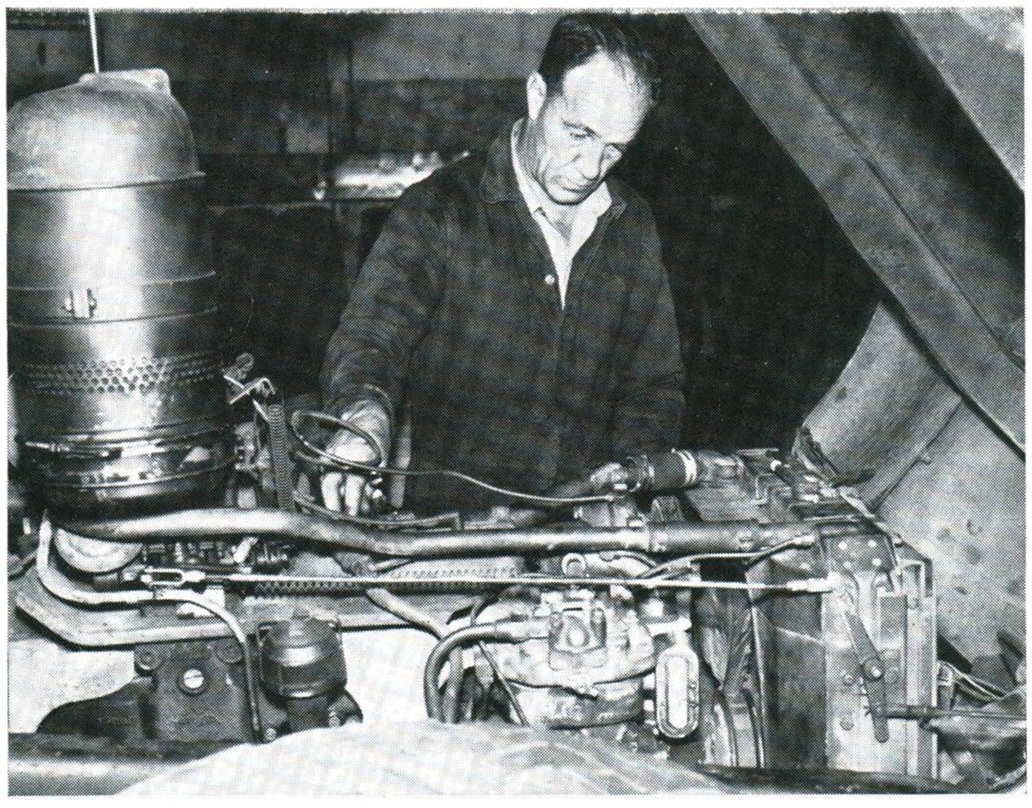
Maintenance

As any car driver knows vehicles which are in constant use require a great deal of maintenance, from grease jobs, oil changes and tune ups to major overhauls. Under the supervision of FS Duffield a never-ending flow of maintenance is carried out. In the work-shop there are several German technicians as well as our own Air Force personnel and it is gratifying to see the way these technicians work side by side even though, in some cases, there is a language barrier.

The maintenance end of M.S.E. is carried out in three phases; minor inspections, major inspections, and general repairs. The minor inspections are performed on a fuel consumption basis and any minor repair is effected at once to prevent it from becoming a major unserviceability. The major inspections are also performed on a fuel consumption basis. When a certain amount of fuel has been consumed or burned by each vehicle, it is taken into the shop and any worn parts are replaced or reconditioned. The general repairs are any that require immediate attention and in these cases the vehicle is placed unserviceable until the necessary repair has been completed.

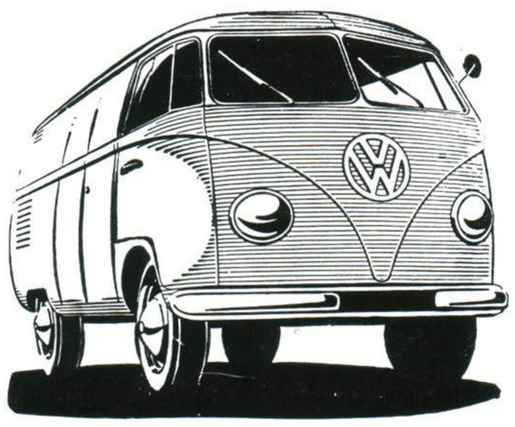
Another part of maintenance is the Control section. Sgt Burke is the NCO i/c this section as well as the work shop floor supervisor and between the two jobs he is kept very busy. The control work itself is done by a Cpl of the technician branch of the M.S.E. and this Cpl must read all daily inspections from the M.E 5's, and raise work orders and forward them to the technicians for work to be done. He is also responsible for the availability of Maintenance Manuals and Parts Books, and must see that all modifications from Engineering Orders are brought to the attention of the supervisor for action.

Servicing is another part of the shop and it is here that all oil changes, grease jobs, and minor inspections are completed.



Repair shop. Lac Warrilow performs some routine maintenance on one of the engines.

Cpl Brown and Sgt Burke checking some work orders



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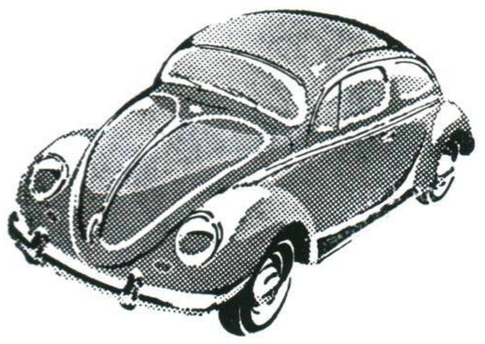


M.S.E. Stock Room

Repairs call for spare parts. All spare parts are ordered, stocked and exchanged in the M.S.E Stock Room which is under the supervision of Sgt "Ev" Aalders. As the operational efficiency of M.S.E. is largely dependent upon serviceability it is the responsibility of the stock room to procure parts as quickly as possible so that the maintenance personnel may keep unserviceabilities to a minimum. Most parts are readily available through the Station Supply Section, and this phase of the work is handled by Cpl "Arne" Scarbo who is a Supply Technician attached to the M.S.E. However, in many instances parts are required for our European type vehicles and these are procured by Local Purchase Order. In addition to parts for these vehicles there is sometimes a requirement for repair at a German establishment, and in both these instances the details are handled by Cpl "Frank" Thiessen, who speaks very good German.

The actual issue from the stock room is handled by LAC "Ira" Gribbon, and it is he who is also responsible for the proper tagging and binning of all parts. The listing of the parts on E309's and the compilation of checking lists is in the capable hands of Cpl Szatylo who has just recently taken over this particular work.

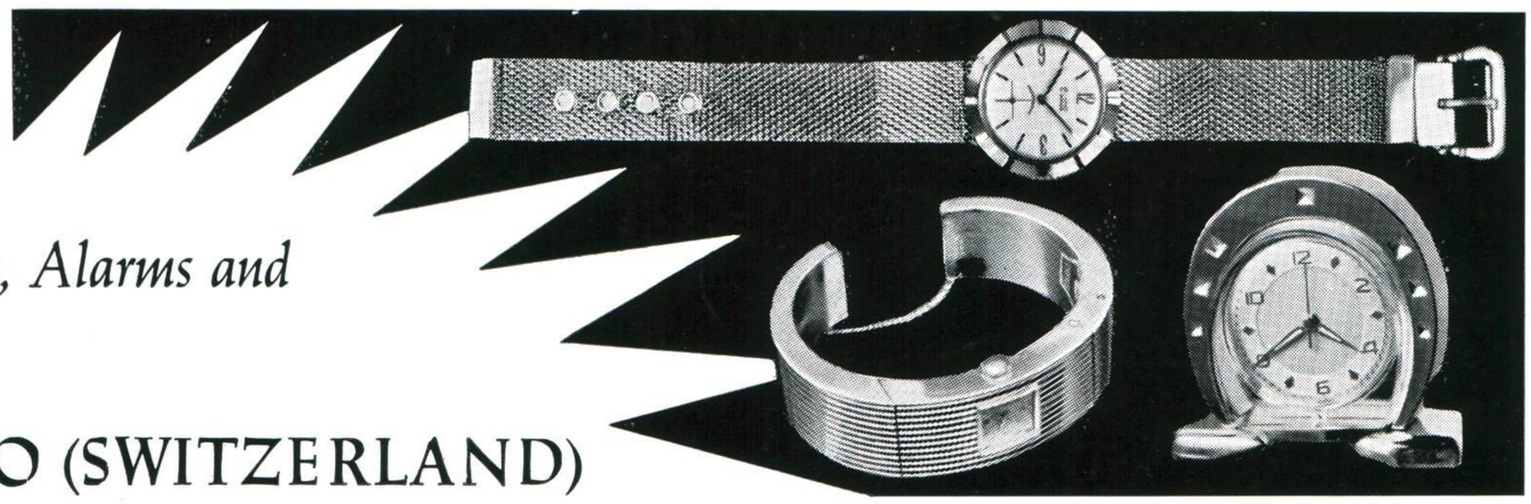
The M.S.E. Stock Room is supplied through the Station Supply Section. This phase of the work is handled by Cpl Skarbo, shown above.

Administration

Records or Log Books as they are called, are kept on all vehicles. These records provide technicians with information on when preventive maintenance like grease jobs, oil changes and engine checks must be performed. They also include all the statistics necessary for the M.S.E.O. to decide whether the repair of a vehicle is economic against

Log Books are kept on all vehicles. Here we see Mrs Chambers keeping them up-to-date.

Safety Supervisor Sgt Spinney checks out Lac MacDonald on the German traffic signs.



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the original cost to the Air Force. The log books also show a complete daily record of mileage, fuel consumption, repairs and materials used, and the number of hours work on a vehicle by civilian as well as RCAF personnel. The Record section is a part of the Orderly Room.

Orderly Room personnel are also responsible for making up the various reports and returns that are necessary as well as the many small but necessary jobs that come to all orderly rooms. It is here that the actual vehicle strength is kept on a display board beside that showing the establishment. It is also here that records are kept on all phases of the M.S.E. It would be almost impossible to explain every function of the orderly room, but it can readily be seen that with all the paper work to do concerning almost 300 vehicles, it is no small task. This work is of course in addition to the many tasks which confront the OR staff concerning personnel etc. Sgt "Benny" Benesko is the co-ordinator in this office and it is his responsibility to make this an efficient, smooth-running organization.

Driver Testing and Safety

All the work of the maintenance men etc is wasted if drivers do not get their cargoes safely to their destination. With the hundreds of thousands of miles travelled each year by M.S.E. vehicles, only the highest driver standards can be allowed.

A Driver Testing and Safety office has therefore been set up and it is responsible for running a sound safety programme and reviewing all Service Vehicle accidents. A safety meeting is held monthly and all accidents are discussed and recommendations forwarded to the M.S.E.O. who in turn makes recommendations to the CTechSO or the Station Safety Board.

Just recently M.S.E.'s Sgt Spinney returned from a course in Canada for Safety Supervisors and it is with some degree of pride that we note that he led his class with the highest marks.

This office is also responsible for the testing and licensing of all personnel who are required by their section to drive a government owned vehicle. It is important to note that before personnel are permitted to drive government-owned vehicles they must undergo a written test, a road sign test, and also a road driving test. In addition all applicants must pass an eye test at the hospital. These extensive tests help ensure that the drivers are of the highest possible standard.

Another activity of this office is the testing of Air Force personnel and dependents for their civilian driver's licence. Under the present set-up all civilian licensing of Air Force personnel and their dependents is handled by 1 Air Division and it is the responsibility of each Wing to test personnel and forward recommendations to the Wing Air Force Police who then issue the licence under the direction of Air Division.

Yet another branch of this office is the Dependent's Driving School. Under the capable leadership of FS "Duffy" Duffield, personnel desirous of learning to drive are given a driver's course of approximately 18 hours instruction. Students are then given a test and if they do not pass they receive additional instruction. This course of instruction is an after-working hours job and the instructors are all of the M.S.E. trade.

Despatch & Operations

Demands for vehicles and the despatching of them must be controlled so that the right vehicle is in the right place at the right time. This is the job of M.S.E. Operations. It is not uncommon to have vehicles in Soest, Germany; Le Havre, France; Brussels, Belgium; and even in England, all at the same time.

The Despatch office. Shown are Cpl Smith, Sgt Farnsworth, Cpl Hewitt.

The overall Operations Section comes directly under the capable leadership of WO1 "Don" Ing, who in turn is responsible to the MSEO. WO1 Ing also acts as MSEO in the absence of F/O Baker.

Sgt Farnsworth is the chief despatcher and under him are 3 Cpls, who handle the actual paper work with the Sgt providing the supervision. This is a very busy segment of MSE when it is considered that an average of 85 runs per day are despatched. This service is provided on a 24 hour basis, 7 days a week. Whether it be Christmas, Easter, or any other holiday you will find the MSE boys on duty.

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Munich Oktoberfest

Towards the end of this month the Munich Oktoberfest or October Festival will take place. The festival is well worth a visit by our personnel for it affords the opportunity to see a world-renowned "fest" in action as well as to sample the beverage for which Bavaria's brewers are famous.

The Oktoberfest goes back to 1810 when Ludwig I married Princess Therese. The accompanying celebration was such a success that it was decided to organize a festival each year. With time the festival's popularity increased to such an extent that it became more than a local celebration and it began to attract a large number of visitors. To increase further its popularity it was decided to advance the date of the October Festival to September so that better weather conditions could be counted upon. So the Oktober fest takes place in September. The scope of the fest has been increased so that now it includes parades, exhibitions, fairs and street-dancing. An atmosphere of complete gaiety prevails.

In addition to beer-drinking the Germans are partial to eating and a great feature of the fest is the large number of stands selling innumerable kinds of sausage, fried-chicken, fried-fish etc.

The theme song of the Festival is "In Munchen Steht Ein Hofbrauhaus". This is reproduced below with a free translation by S/L Moakler and Mrs Bauert.

Refrain:

In München steht ein Hofbräuhaus,
Eins — zwei — g'suffa!
Da läuft so manches Fässchen aus,
Eins — zwei — g'suffa!
Da hat schon mancher brave Mann,
Eins — zwei — g'suffa!
Gezeigt, was er so vertragen kann,
Schon früh am Morgen fing er an,
Und spät am Abend kam er heraus,
So schön ist's im Hofbräuhaus!

Refrain:

In Munich stands a brewery,
Eins — zwei — g'suffa!
The barrels are emptied merrily,
Eins — zwei — g'suffa!
Many good men have proved their worth,
Eins — zwei — g'suffa!
No better place or beer on earth,
Start in the morning full of mirth,
Return in the evening unsteadily,
Great fun at the brewery!

Verses:

Down where the green, green Isar flows,
They say "Grüss Gott"s, instead of "Hello"s,
Beautiful Munich town is there,
No other town can compare.

Water though cheap and clear and good,
Need we say it thins your blood,
Better than that is wine of gold,
But Munich beer's best, I'm told.

Only a large mug suits the taste,
A drink from a glass is just a waste,
You drink it down and call for Lil:
"Empty the cask and fill the till"!

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CIVIL DEFENCE

The Civilian Battle Line

It has been interesting, to say the least, to observe the different methods used by governments in the Allied and Communist camps, to place before their populations the grim prospects in store for civilians in another war. The democratic governments have spent the years since Hiroshima and Nagasaki were attacked by atom bombs, trying by persuasion to prepare their people for the day when national survival will depend upon how well trained and prepared they are. They have tried to get them to accept, and react on, a few hours warning for transformation from peace to a state of war, — war which may well see their cities torn asunder before the hands of the clock turn through another twenty-four hours.

The Russians, apparently, don't have to consider the sentiments of the population to the same extent as the Democracies. They simply issue an edict and plan for implementation; and woe betide those who oppose it. They have now applied this attitude to Civil Defence and are implementing a plan which goes far to ensure the survival of their nation under thermonuclear warfare conditions. It might be worth taking a look at what is obviously an extremely realistic approach to a situation which threatens the survival of their ideology unless the population is enlightened and trained now. The New York Herald Tribune reports that the Soviet Union is taking its Civil Defence seriously. It says —

> "This year, every Soviet citizen will be required to undergo a twenty-two hours training course in Civil Defence activities. The prime purpose is to instruct Russians in anti-aircraft, anti-atomic, anti-chemical and anti-bacteriological defence. Within the next two years, Civil Defence units will be established in every factory, collective farm, school, university and other institute throughout Russia." —

Such planning makes it crystal clear to anyone that the Soviets are thoroughly aware of the important part Civil Defence will play in national survival and have taken sweeping action to ensure that the population will be ready for the event.

West Germany, — a country which should know the value of Civil Defence if any country does, — has started the wheels of Civil Defence turning again as a N.A.T.O. partner and has, amongst other things, planned for an atom bomb shelter in every cellar within the next ten years.

Great Britain and the United States have been grappling with the Civil Defence problem and have made tremendous strides to ensure national survival. You must have read, for example, of civil defence exercises in cities like Chicago and New York, at which time life grinds to a halt. Cars are parked as soon as the warning sounds and all citizens except those in essential services take cover. Both countries however still train their nationals on a volunteer basis, — one of the "blessings" we have under democratic government, — which makes it difficult to take effective measures in peacetime to protect the uninitiated individual from destruction in wartime.

Other countries are taking effective measures. Paris is building underground shelters, Sweden has a terrific set-up with even underground factories and harbours. Of direct concern to us is the Canadian approach to this staggering problem. Perhaps an article in a recent copy of a Canadian paper will indicate the size and importance of the task.

It reported that —

> "The Canadian government has designated the Army as the rescue agency in the event of nuclear attack. But Army officers say that the army has less than one quarter of the man-power needed for the role. The Canadian Army plans to form some 66 mobile columns, some of them 900-man battalion size, and they have the job of detecting nuclear radiation, and also to rescue and decontaminate as many people as possible from the blitzed areas.
>
> This work would involve four thousand men including regular and militia soldiers which of course the army hasn't got. The job is so tremendous, says the army, that they feel the 157,000 trained volunteer civil defence workers should be incorporated into the mobile column system. The army officially takes over its rescue role 1 Sept 59."

This is indeed a big, important step in the right direction. Provision now has been made for several important aspects of civilian survival. But before the above services can be of any use to the average civilian he must be taught to survive.

Mr. Nelson Rockefeller, governor of New York State, and frequently spoken of as a candidate for the U.S. presidency in 1960, was interviewed on "Spotlight" (the famous personalities radio programme) a few weeks ago. The Press representatives quizzed him for about five of the thirty minutes devoted to the program, on Civil Defence. His answers inform us of the problems that the U.S. is up against. First, he stated that education of the population to the importance of Civil Defence constituted a big defence problem. Secondly he mentioned that unless the civil population is alerted to the importance of their survival role, in New York city alone an attack would cause a tremendous amount of casualties. He went on to state that present plans call for the people themselves to look after their own survival for the first two weeks; then the State, then the Federal governments would move in. Note how very similar this plan is to our own civil defence set-up.

Since our system does not allow a government to push us into anything we don't like as a nation, we must depend upon individual intelligence, voluntary co-operation, and community spirit, to withstand the pressures of battle. In the past we have proven that we are up to the task once we are committed. In this day and age however we cannot wait until we are involved in hostilities; we must prepare now. The government has led the way; the rest lies with us. We will survive if our civilians diligently pursue the requirements for survival.

A. R. R.

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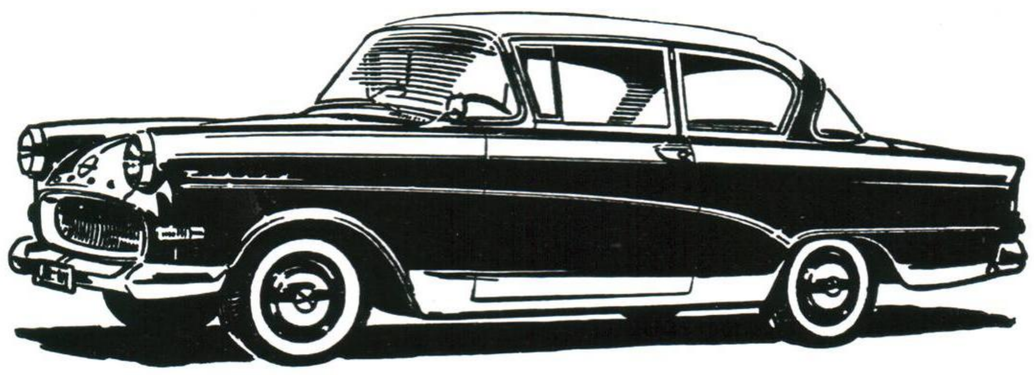

POW

As a member of the fighting services your job and moral responsibility is to fight, if required, or assist your side to fight, to the end of your ability. But in spite of your all-out efforts it may happen in wartime that you are captured. What then? Do you know how to conduct yourself? How to use your wits against your captors when you are interrogated alone and unaided? You can conduct yourself admirably, live to see your family again and to fight another day providing you are psychologically prepared. The purpose of this article is to start this preparation, — by getting into your head what you can be subjected to "on the other side" if you are ever captured so that you will be better able to adjust yourself to your new conditions.

All the information that follows is drawn from actual experience, — from service people who have been captured and have written about what happened to them. Their writings are available to everyone; your Wing library has many POW books which make interesting reading.

The first reaction felt on capture is some degree of fear. This is not always well expressed by authors because they write in retrospect and the mind has the happy facility of forgetting or minimising undesirable experiences as time goes by, and remembering more clearly the better situations. This feeling is glossed over or omitted quite often in films on POW life because the prime purpose of a film is to entertain. Fear is usually present however, but what is it fear of? Primarily fear of the unknown, — particularly an "unknown" which has been exaggerated by propaganda or by sensational column writers. Remember these facts however. The Communists are not super people. They are basically ordinary human beings with the same abilities and limitations that apply to people you are familiar with. They have no super drugs to control you with nor have they developed any new methods. The so-called "brainwashing" technique is a very simple and old-as-the hills method of interrogation. It became sensational at the beginning of the Korean war just as a part of the confusion which surrounded that war in its early stages. Reports by returned prisoners have proven that Communist methods are not novel. Harsh, may be, but harsh treatment is not a discovery of the 1950s. If you read stories about the last war, such as "Escape To Captivity" you will realize that the Germans & Japanese used similar methods. The "Bridge on the River Kwai" illustrated an example of the harsh treatment that was handed out to "un-cooperative" prisoners in the Pacific campaign, but it also showed that a person with firm beliefs in the correctness of his way of life can survive even the roughest of treatment.

Much of the fear of the Communists which prevails has been fostered by the Communists themselves. They would like us to believe they are supermen. This again is an old trick and was used by the Germans and Japanese. The Germans, for example, built up Rommel as an invincible commander and it looked for a time as if their plan would pay dividends. General Montgomery, however, soon pricked this balloon and chased him out of Africa. So we must prick any Communist balloon of being all-powerful.

It may be impossible to completely conquer our fears, but surely as men we can face them. In doing this we are helping ourselves and keeping alive our will to survive. Note how others have accomplished this. From the story of S/L Andy MacKenzie's stay as a prisoner of war during the Korean conflict, we find that on his third day of interrogation he was reminded that he had no identification to prove he was a "flier" (it was lost when he bailed out) and if he could not prove combat status, he was to be treated as a spy, — and he knew what the penalty was for spying. His reply was: "It really doesn't matter whether you consider me a spy or a prisoner of war because I know you intend to kill me anyway. I would appreciate it if you would take me out and get it over with quickly". To this the interrogators said "There are much worse things than death" and, a few moments later, "Think about that for a while". How could S/L MacKenzie carry on, miles and miles from his wife and four children, not knowing if he would ever see them again? As the days and weeks passed, there was no let-up in the constant and continuous pounding and hammering away by the interrogators, the hum-drum repetitious routine and the feeling of not knowing exactly what trick would be used next. To make matters worse the Communists ensured that the little pleasures which make life worthwhile were no longer available. Imagine what thought kept running through his mind: — Is this worth it? But he stuck it out and returned to prove by example that you can withstand such treatment.

This brings up another point. We must have strong convictions as another of our basic personal weapons in combating and resisting interrogation. As individuals our beliefs will vary somewhat but as Canadian servicemen our beliefs must be concentrated on our democratic way of life. Surely Canada, our rights as Canadians to the three freedoms, the rights of our wives, children, mothers and fathers are worth it? All the small pleasures of life, a quiet cigarette and a beer, an evening at home with the family, all these small pleasures must add up and partially answer the question: — Is it worth it?

A United Nations soldier John J. Dunn while serving in Korea experienced the Death March under North Korea's "Tiger". Men were executed for the "crime" of being sick or wounded. Those who stumbled or faltered along the way were beaten and left by the side of the road. "Why should anyone go on with it, death would be a pleasure", were the thoughts that must have come to many men. Then the words of this man John J. Dunn gave purpose and meaning to all this suffering. His voice was angry, there was no despair in him, he was all rage:

"Those so-and-so, so-and-sos, they're sheer evil!" (the actual expletives he used can be imagined) "they will never listen to any reason except force! Their kind of viciousness has to be wiped out on the battlefield. It won't ever be solved at a conference table". Then he became silent and after a couple of moments, as if inspired he exlaimed, "By God! Men, that's why we're here. When that day comes and we meet communism on the battlefield our country will be in need of people who have seen its face and know what it is. Of course

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that's why we're here. That's why we have to survive, so we can go home and let our people know. We must survive, that's our job now".

Because this man's beliefs were so strong, he was able to utter this rallying cry, and he can undoubtedly be credited with the saving of hundreds of lives. Even more important he can be credited with renewing once again his fellow prisoners' ideals and giving back to them their self-respect. If we have no self-respect, no convictions, no faith, — we are nothing.

With regards to interrogation: First, no interrogator can control your mind unless you let him. This was proven during the Korean war. What interrogators do is try to trick you into giving answers to important questions. Psychoanalysts employ similar methods (under different conditions) to induce a person to reveal thoughts, and smart lawyers can be masters at the game. With these people of course, you co-operate to the best of your ability, because to do so is to your advantage or your duty as a citizen; but you don't have to answer the Communists' questions. The seemingly innocuous question can lead to others which may loosen your tongue.

A simple question like "Are you married?" can lead up to questions on military life. Another Communist trick is to follow a harsh, hard-to-get-along-with interrogator by a pleasant, friendly sort of chap, — who wants to make you think he's a good fellow, and you can trust him. Once he's got your trust, he's wheedling information from you. He may advise you to answer because he wants to save you any more trouble from the other guys he has to work with, or because "they know it already" (according to him), or for a multitude of other reasons. Common-sense should tell you that they wouldn't waste their time on you if you or your information were unimportant to their plan. A favourite, — and again an old, — trick is to discuss easily acquired information with you. It may seem surprising to be asked by a stranger in a shack thousands of miles from Canada "How's old Bob So-and-So doing since he arrived at Station Podunk?" Your first reaction is surprise, — followed probably by a feeling that they know an awful lot of information, therefore it's useless for you to keep your mouth shut. A few more such questions may convince you of this. All you have to realize is that such information is very easily acquired through media which are open to all and sundry, — even the stupidest of fellow travellers. Home-town newspapers, Wing magazines etc, provide a terrific amount of background information on service people. But remember that by itself it is completely useless, — all it shows is that the mail system between countries with different ideologies is in good shape. Just don't be deceived into believing that knowing these trivial facts indicates access to really important information. Again, remember that if they know for sure, they won't waste their time on you. And just as the American car manufacturer said, "What ain't fitted don't go wrong", so what you don't tell, can't harm your country.

In summary let us review three main points. First: A captive's greatest problem is fear — fear of the unknown. We must therefore try to explore this unknown. The more we know about what to expect from the Communists the less our fear will be. To be fore-warned is to be fore-armed and we can do this in one way by reading.

Second: We must accept the fact that the Communists do not have a sure-fire method of making a man talk or of dominating his mind. However with their years of experience in this field they have developed numerous tricks, which they can use effectively if we are not constantly on guard. As a prisoner of war your only means of continuing the fight will be your own will power and intelligence.

Third: Our self respect, our firm beliefs are a part of us, and as long as they are strong and if we can keep our self-respect under any circumstances then we have won.

Service *News*

Sgt Killens Receives Award: The grant of a Queen's Commendation for Brave Conduct has been approved by Her Majesty the Queen, to Sergeant Killens ,of 4 (F) Wing. The award is being made to Sgt. Killens for his prompt and courageous action while carrying out a routine security check of the civilian guards at this Wing. On the night of 7 Aug 58, Sgt Killens saw a guard being attacked by a savage Alsatian police dog. He immediately grappled with the dog, and after tearing it away from the guard's throat, held it bound until the wounded guard could be attended.

The citation of the award reads in part:

"There is no doubt that by his prompt action and complete disregard for his own safety, Sgt Killens was largely responsible for saving the life of the wounded and exhausted German guard".

New Appointments: — New appointments for Air Commodores Rutledge and Lister, have been announced. A/C Rutledge, currently serving as Group Commander of 14 Training Group with headquarters at Winnipeg, will succeed A/C Lister as the RCAF's Chief of Training. A/C Lister has been appointed to the newly-created position of Deputy-Vice-Chief of the Air Staff.

New Command: — Alert to the possibility that enemy submarines armed with missiles could attack the west by surprise, the RCAF and RCN have set up a joint command on the Pacific coast, with headquarters at Esquimalt in British Columbia. The new maritime command is similar to the one that has been in existence on the Atlantic coast for the past three years. Chief of the Pacific command is Rear-Admiral H. S. Rayner of the Canadian Navy. Speaking of the possibility of sneak submarine attacks on the West Coast, Rear-Admiral Rayner said missiles could be fired from submarines 12 hundred miles at sea.

French for Prince Charles — A French Canadian has been invited to Balmoral Castle, where the Royal family is now in residence, to teach young Prince Charles to speak French. The Queen made arrangements while she was in Canada and met the youthful French Canadian who will be giving French lessons to Prince Charles. He is Lieutenant Jean Lajeunesse of Montreal, an officer of French Canada's famous regiment, the Royal Twenty-Second. Lieutenant Lajeunesse, who is 27 years old, is now in London and will be leaving for Balmoral Castle in Scotland later this week.

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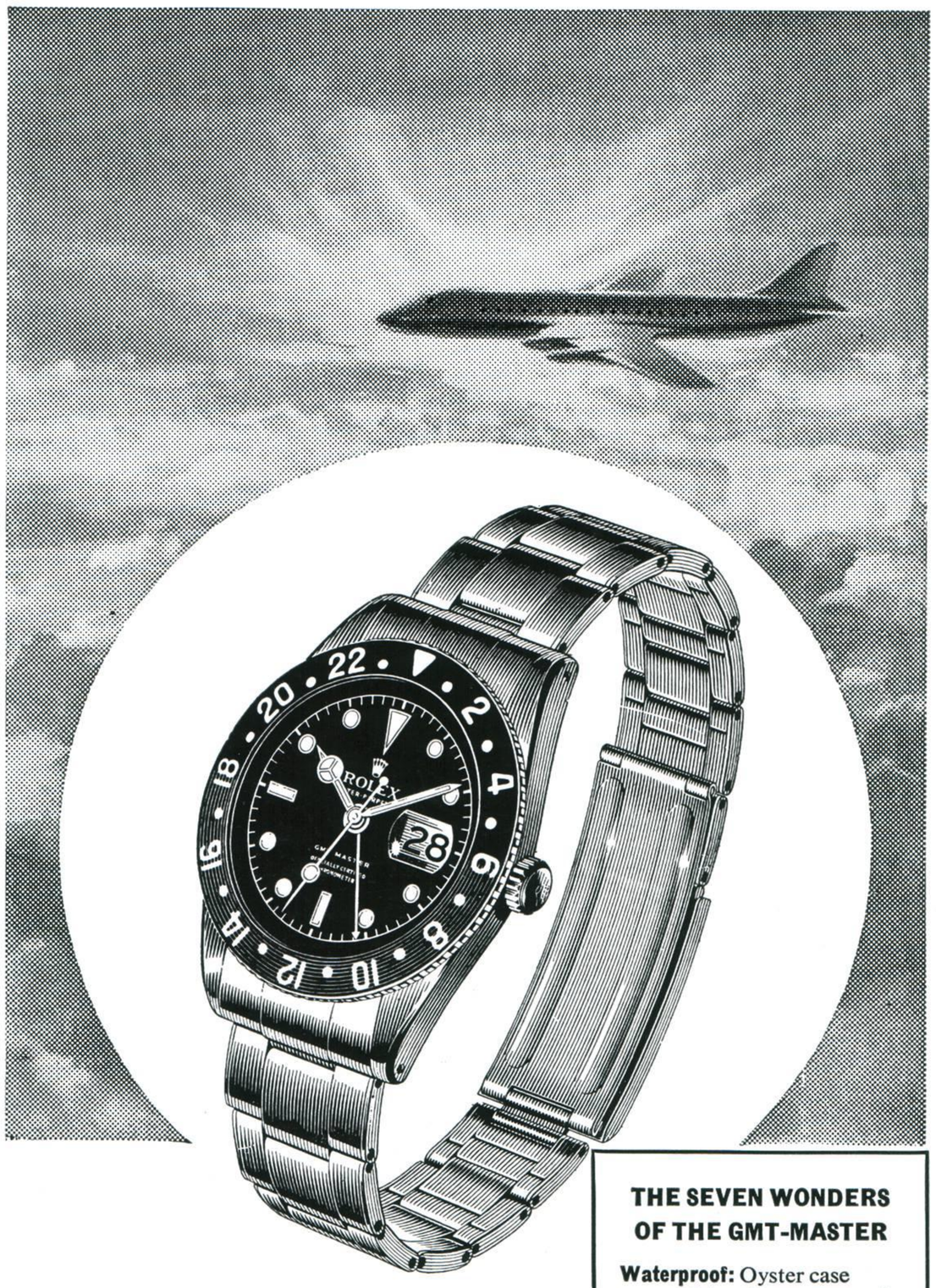

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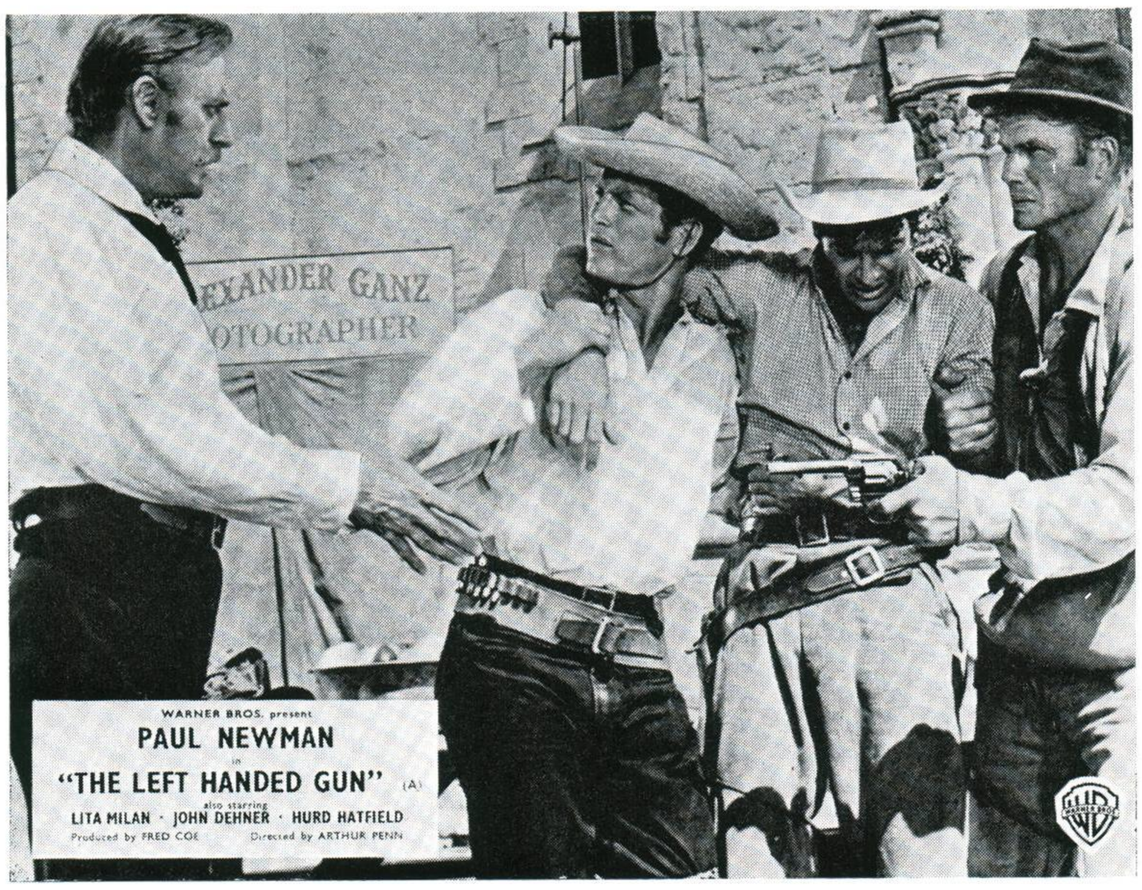

The "ASTRA" Cinema presents:

The Left-Handed Gun

"The Left-Handed Gun" is a western based on the life of Billy the Kid. It shows how Billy Bonney, an undisciplined teen-ager, became a killer because of his inability to adjust to unfortunate circumstances. Once he has killed a price is placed on his head and eventually he is cornered and himself killed. Paul Newman gives a fine performance as the luckless and ruthless Billy.

SEPTEMBER ATTRACTIONS

Tues, 15th. "CAMPBELL'S KINGDOM" starring Dirk Bogarde, Stanley Baker and Barbara Murray is an Eastman Color melodrama based on Hammond Innes' best seller of conflict between a young inheritor of potential oil wells and a ruthless dam constructor. Superbly photographed in the Canadian Rockies it is a first class adventure movie (U).

Wed, 16th. & Thur, 17th. — "FOR THE FIRST TIME" is a Technirama and Technicolor musical starring Mario Lanza, Johanna van Kozian and Zsa Zsa Gabor. It tells how a brilliant, though improvident, tenor raises money to cure a pretty girl's deafness (U).

Fri, 18th. "HELL DRIVERS" — starring Stanley Baker, Herbert Lom and Peggy Cummings is a VistaVision melodrama about a reformed ex-convict who makes his mark in the tough haulage business (A).

Sat, 19th. Children's Matinee "OLD CORRAL" — starring Tex Ritter is a western. It is supported by "ADVANCE IN THE AIR" a "short" on flying.

Sun, 20th. & Mon, 21th. "THE TUNNEL OF LOVE" — with Doris Day, Richard Widmark and Gig Young is a warm and witty domestic comedy inspired by the highly successful stage play concerning a childless couple's desperate attempts to fill the empty cradle (A)

Tues, 22nd, "THE DEFIANT ONES" starring Tony Curtis, Sidney Poitier and Cara Williams is a powerful racial melodrama concerning a white and a negro convict who escape from prison chained together and while free learn to appreciate each other's problems. (A)

Wed, 23rd. & Thur, 24th. — "THE BRIDAL PATH" starring Bill Travers, Fione Clyne and George Cole is a romantic comedy drama photographed in Technicolor. It is about a husky bride-seeking Scot who has a high time before finally settling down. (U).

Fri, 25th. — Children's Matinee. — "RIDERS OF THE ROCKIES" a western starring Tex Ritter which is supported by a comedy "WHEN A MAN'S A PRINCE".

Tues, 29th. — "DUNKIRK" starring John Mills, Richard Attenborough and Bernard Lee is a MetroScope war melodrama vividly recreating the historic evacuation of Dunkirk. (U)

Wed, 30th. & Thur, 1st. Oct. — "LEFT HANDED GUN" is the film of the month and is described above. (A)

Fri, 2nd. Oct. — "THE LONG HAUL" starring Victor Mature, Diana Dors and Patrick Allen is a powerful melodrama about an ex-GI who falls foul of the police and disrupts his domestic life while engaged in shady deals in England. (A)

CHANGE OF PERFORMANCE TIMES

Patrons are advised to note that beginning the week commencing Sunday 4th Oct showtimes will be twice nightly Sunday to Friday inclusive at 18—15 and 20—45 hrs.

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Photo courtesy Windmill Theatre

Rosemary Phillips

A greet attraction for personnel visiting London is the Windmill Theatre. The Windmill became famous during the war because it never closed in spite of heavy air raids. Shown above is Windmill Girl Rosemary Phillips of Edmonton who is a solo artiste in the theatre's new Van Damm production.

Trade Exams

In one month's time — actually 14 Oct 59, — the Fall Trade Exams will take place. The 80 or so of our personnel eligible to take these exams should be hard at work, in accordance with the trade advancement program, making sure that they can pass these exams. To convince those who are studying that their efforts are worthwhile, and to spur on the laggards who are not putting their best foot forward, this is an opportune time to discuss the importance of passing the trade exams.

There are two important aspects to these exams, — the service and the personal ones. As we should have pride in our service, the service and personal aspects are often intermingled, but we will try to separate them for the purpose of this discussion.

Let's try to look at the exams from a service point of view. If you were running the service, what requirements would you insist on, — in fact have to insist on, — for your personnel? You would be charged with a threefold responsibility, — to provide the best air defence with the money entrusted to you by the Canadian people; to ensure that the lives of the personnel who provide this defence are in no way jeopardized by carelessness or ignorance; and to organize an efficient service so that the members of the Force are proud to serve in it, and obtain a feeling of doing a worthwhile job. To achieve this you would have to insist on the best equipment and the finest personnel. In this there can be no compromise because slips and errors cost lives and money. Inefficient servicing of an aircraft, for example, can result in the loss of many lives, — loss of an aircraft worth hundreds of thousands of dollars and which will have to be replaced out of the pockets of fellow-Canadians, — and grief to families and friends. This example does not absolve from mistakes personnel who are not directly concerned with aircraft servicing. Mistakes in orderly rooms, for example, can cause embarrasment to the service, can result in waste of money, ruin morale etc. The requirement to know the job properly applies to everyone. Everyone is necessary to the prime purpose of the Air Force, otherwise their jobs would not have been put on the establishment.

Some personnel occasionally cover up their ignorance and inefficiency by stating blandly that the exams do not prove anything. This, it should be stated categorically, right here and now, is sheer nonsense. There are two requirements that must be fulfilled to pass the trade board. First and more important is practical ability as proven by work on the job. The Air Force is a practical service and no-one can rightly quarrel with the requirement to be good on the job. However, there is more to higher grouping than that. An airman is often employed on just one aspect of his trade, e. g. refuelling, but it is essential that he keep up with all the other aspects of his trade. This is where the written trade exam comes in. It also tests whether an airman has the theoretical knowledge necessary to be a thoroughly good practical man. The questions are prepared by NCOs and officers who have worked at the particular trade concerned and who know from practical experience what knowledge a tradesman must have to be of any reliable use. The type of exam is specially chosen so that a man who has the answer to a particular problem can so indicate. Normally, no writing is required, so inability to express oneself does not constitute a handicap. With the multiple choice type of question an airman does not have to pull the answer out of his head, all he has to do is recognize it. There is no possibility of "I knew the answer but I just couldn't think of it at the time". The examiners realize they are not perfect and all units are encouraged to write a critique on each paper to guide the markers into finding out what questions are poorly worded or not appropriate. Such questions are then thrown out. The high quality of the exams is proven by the fact that NCOs and airmen normally complain about very few questions.

Under these very fair conditions anyone who can't get 60 questions right out of a 100 just doesn't know his trade.

Let's now take some personal aspects of the trade exams. You joined the RCAF because you wanted to; there is no conscription in Canada. Normally, then, you wish to get on in the service. Well, you cannot progress in your Air Force career unless you reach the highest grouping for your trade and rank. If you want to "get on", — pass the trade exams and as much as possible at the first opportunity.

Remember too that your attempts at the exams are not unlimited. Each time you fail you have one less opportunity available to you.

Financially it is sound business to pass the exams. The difference in pay between Group 2 and Group 3 is $ 24 a month or $ 288 a year. If you fail the October trade exam you have to wait till next April before you can take it again. Depending on your date of eligibility, you can lose up to one year's pay or $ 288! Every further failure costs you 6 month's group pay or $ 144! You have to pass the exam if you want to remain in the service — why not pass it this October and avoid losing money?

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Sports and RECREATION

Little Leage Baseball

by Hal Card

1 Air Division sponsored a Little League series at 2 (F) Wing on 12 August which was very successful both from the players' and spectators' point of view.

2 (F) Wing had a very classy team and took the cup with a 14 to 5 win over 30 AMB Langar. 2 Wing, by the way, was entered in an American league this year and wound up the season as the Champs.

Of more interest to 4 (F) Wing are the following facts and figures of our own boys who deserve a great deal of credit for the surprisingly good effort they made in their forst year of competition.

1st Game

4 (F) Wing		AB	R	H
Fortune	c	3	2	2
Hewitt	p	3	0	1
Case	ss	3	0	0
Harrison	lb	3	3	2
Campbell	2b	3	0	0
Powell	cf	2	1	0
McLean	lf	3	1	1
Walker	rf	3	0	1
Webley	3b	2	0	0
TOTALS		25	7	7

3 (F) Wing		AB	R	H
Knowles	1b	3	1	1
Molyneaux	2b	2	0	0
Yendal	cf	2	1	1
Saulnier	p	2	0	2
Birarda	rf	1	0	0
Maxwell	lf	3	1	0
Niven	ss	3	1	1
Kolisner	3b	3	0	1
Richard	c	3	0	0
a-Monteith	rf	1	0	0
b-Thorn	rf	1	0	0
		24	7	6

a - batted for Birarda
b - batted for Monteith

2nd Game

30 AMB Langar		AB	R	H
Mooney	c	3	2	1
Laphen	ss	3	2	1
Irving	2b	3	1	1
McLeish	1b	2	2	2
Houser	rf	3	0	2
Codette	cf	3	1	1
Bosworth	3b	3	0	1
Gallope	p	3	0	1
Laughlin	1f	3	1	1
TOTALS		26	9	11

4 (F) Wing		AB	R	H
Fortune	c	2	2	1
Hewitt	3b	3	1	1
Case	ss	2	1	0
Harrison	1b	3	1	2
Campbell	2b	3	0	2
McLean	1f	3	0	1
Walker	rf	2	1	1
Webley	cf	3	0	0
Powell	p	2	1	1
a - McKay	rf	1	0	0
TOTALS		24	7	9

a - batted for Walker

One of the highlights of the first game was when Brian Fortune, the first man to face the 3 Wing pitcher, connected for a home run. 3 Wing's Saulnier struck out the next two men. Paul Harrison clobbered a 2-2 pitch for a homer putting our team in front 2 to 0. However, 3 Wing came right back with 2 runs on 2 hits and 1 error to tie it up.

In the second inning 4 Wing picked up 3 runs on 3 hits and 1 error. Brian Fortune and Drew Hewitt came up with a back-to-back triple and double respectively to put the boys well ahead. Harrison pounded his second homer in the 4th inning to give us a 6 to 2 lead. The fifth and final inning turned into a nightmare for the local mentors. 4 Wing scored 1 run and then 3 Wing came bouncing back to score 5 runs on 3 hits and 5 errors.

The second game against Langar was a hard tough battle. After two innings the score read 6 to 1 for Langar but our youngsters kept plugging and at the end of 4 innings the game was all tied up at 7 - 7. However, repetition seemed the order of the day for 4 Wing and Langar surged ahead by 2 runs on 1 hit and 3 errors. The Langar pitcher 'hogtied' our lads in the last of the fifth except for a single by Dave McLean who was left stranded on 3rd.

Dick Campbell played a bang-up game at second especially in the second game pulling off two or three exceptionally nice catches. Drew Hewitt ran him a very close second, while playing at 3rd in the second game, coming up with one spectacular fielding play to retire the side. Wayne Powell and Drew Hewitt pitched very good ball each registering four strikeouts. In both games it seems that last inning jitters got the better of our boys, however, next year should improve our situation especially with a little more encouragement and support from the parents.

A word of thanks to Al Shand, Cece Powell, Leon Case and Eric Alp who managed and coached the boys, also Bill O'Brien who travelled with the team as Umpire and Terry Card who acted as bat boy. Last but not least Larry Baxter and Harry McFarlane our Town Council Sports representatives deserve a great deal of gratitude for their untiring efforts in organizing and overseeing the Little League baseball this year.

At this time it should be mentioned that a great deal of work is entailed in organizing such a league and this is the first year that 4 Wing has put forth any great effort for the 'kids' baseball. Behind the scenes in this effort were S/L Mayo, our Mayor, and S/L Walker, President of the Little League.

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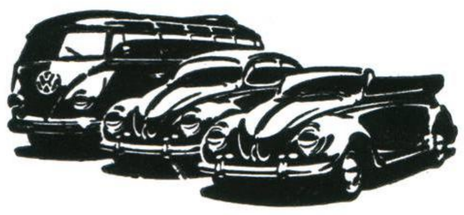
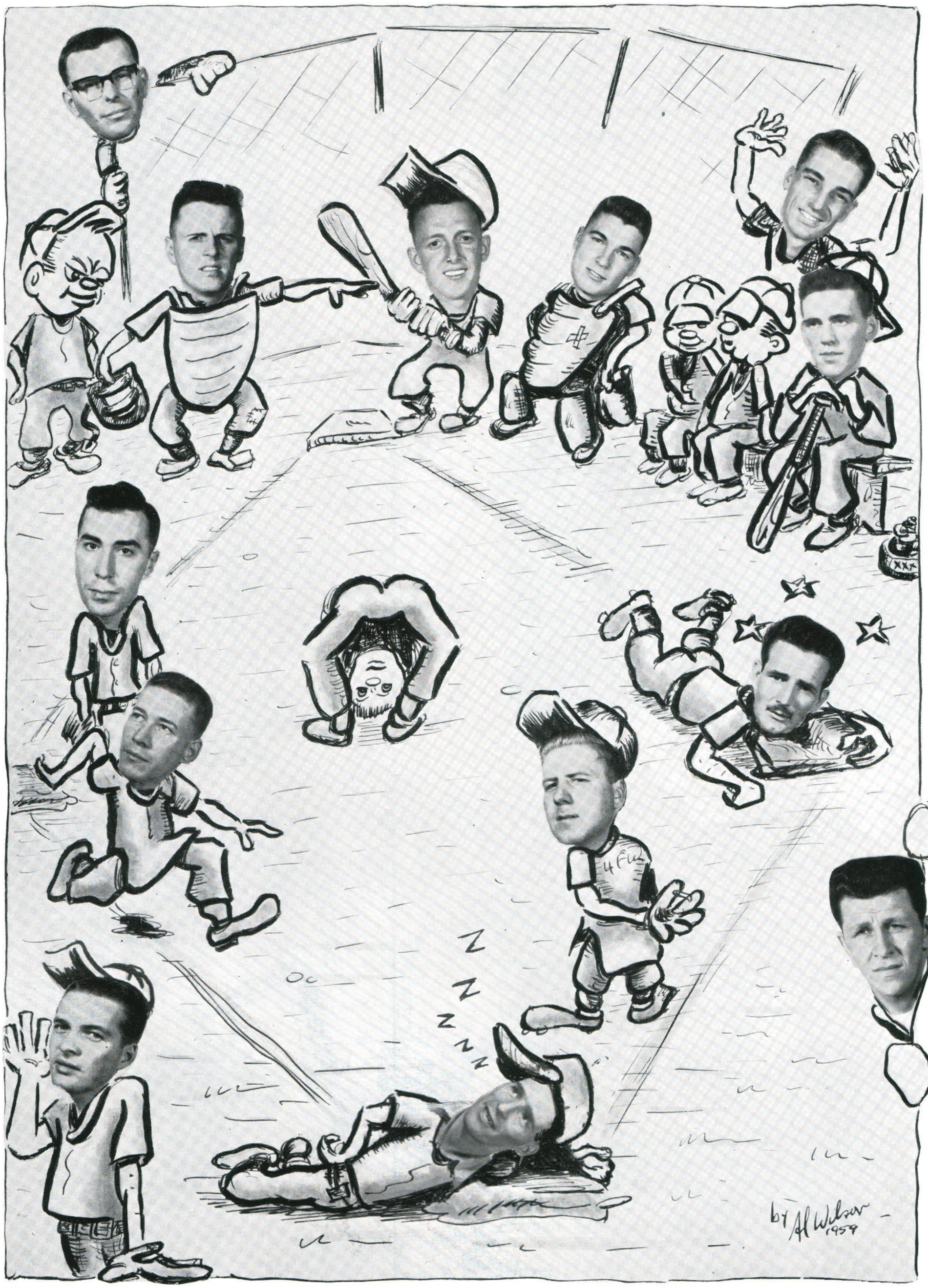


Ladies Fastball Winners

Shown above are: Jan Gibson; Blackie Corriveau; Dot Robinson, Frank Jarvis; Edith Major; Lena Weston, May McKay; Angel Addis; L. MacLeod; Bee Weekes; Jean Bateman; Marilyn McIntyre.

Men's Fastball Winners



Shown above are: Roy Routhier; Al Shand, Al Gauldreyon; Al McKinney; Jim Witty; Ken Addis, Don Fisher, Don Gibson; Bill Bagley; Ron Lapierre; Yogi George; Claude Racicot; Absent: Jim Somens; Norm Haney; Paul Demarco.

HANDS

The following prose appeared some time ago in a USAF maintenance magazine. It is again borrowed by the Flieger with thanks and apologies to the USAF and, to us, the unknown author.

It is not reprinted because our Mr. Maintenance Man is under-estimated, but because possibly in the never ending maintenance struggle, with all its hundrum routine, one may not always envision our more human relationship with the operators. (Sgd) — A Wing Maintenance Man.

HANDS

NO DOUBT YOU'VE seen pictures of the hands of a doctor, symbolzing his responsibility to protect and preserve human life. The last time I saw such a picture I began to think of the doctor's hands in comparison with the aircraft mechanic's hands-each pair of hands with the ability to save lives.

I thought of you taking your wife or children to the doctor and entrusting their care, even their lives, to the doctor's hands. You trust him to perform an operation You trust him to know how to do the job. If he doesn't know, you trust him to make the proper research before performing the operation. You trust him to sew up the incision without leaving any surgical tools within that incision that might lead to trouble like gangrene.

Then I thought of the mechanic who is trusted by the pilot and crew who will fly his aircraft. They trust him to perform an "operation" on the airplane. They trust him to know how to do the job. If he doesn't know, they trust him to make the proper research before performing the operation. They trust him to "button-up" the aircraft without leaving any mechanical tools inside which might cause that aircraft to be "gangrenous".

I can remember preflights during which I found the mechanic's tools had been left behind after the „operation". Flashlights, wrenches, screwdrivers. And we've all known mechanics who, when confronted with a job they were unfamiliar with, neglected to make proper research. I wonder how many "gangrenous" jobs your hands have committed — the very hands that are holding this magazine.

Sure it's true that you don't have the prestige or the income that most doctors have. But do you use this fact to absolve yourself of your particular responsibility? We can't approach this from the aspect of money or prestige. The simple fact is that your Maker has caused you to be in a position of trust to the men who fly your aircraft. This responsibility you can't sluff off under the pretext that there are insufficient rewards for your talents, inadequate prestige for your position.

Look at your hands and think a minute. Think not only of the flight crew and their families, but of every man, woman and child who lives along the flight path of your aircraft.

When you entrust your child to the hands of a doctor, there is one life at stake. Yet it is inconceivable that you could ever forgive a doctor who violated your trust by negligently discharging his duty. Then how much more difficult it would be to excuse the mechanic, who has the lives of so many in his hand, if he discharges his duty negligently.

Can your hands, Mr. Maintenance Man, have a greater responsibility?

Is there any excuse for violation of a trust placed in you by so many?

Are you one of the few who have not performed their duties in a praiseworthy manner?

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419 SQN

by F/O Jerry Fink

As far as can be discerned, everybody managed the three weeks holiday without any impressive consequences. It seems that the majority headed north, and passed through Copenhagen enroute to other places, or dwelt there for three weeks. A number went to the sunny south and baked in the sun at the Riviera or the Adriatic. A minority got across the Channel to "Jolly Old" London ———— and Ureka! we found them! At least three million English speaking women in one place.

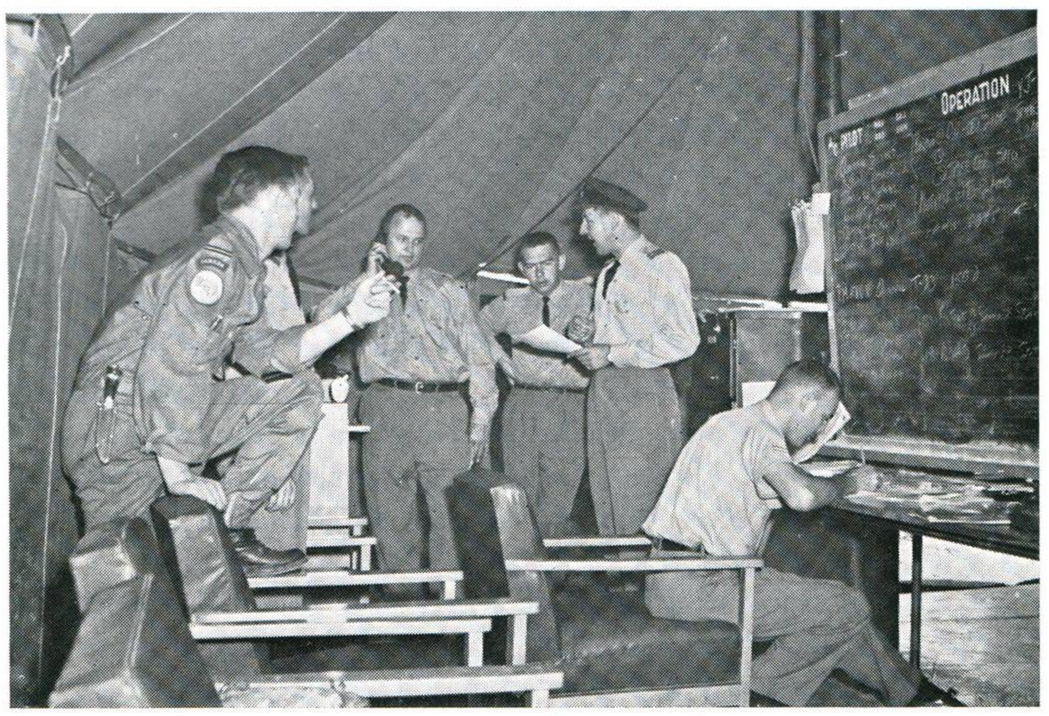
Two days before we went on leave Dick and Sue Hutton became the proud parents of a bouncing baby girl. Sue was so proud, she couldn't understand why it wasn't mentioned in last month's Flieger. Sorry about that Sue. In order to be one up on Beverley Clark, I must mention that F/O Pooz Clark and Frau Bev, celebrated their first year of marriage on August 29th.

"Auf Wiedersehen" to F/O Bob MacWilliam for about six weeks. Bob is going to Canada to take the Flight Safety Officer's course in Toronto. Good Luck, Mac!

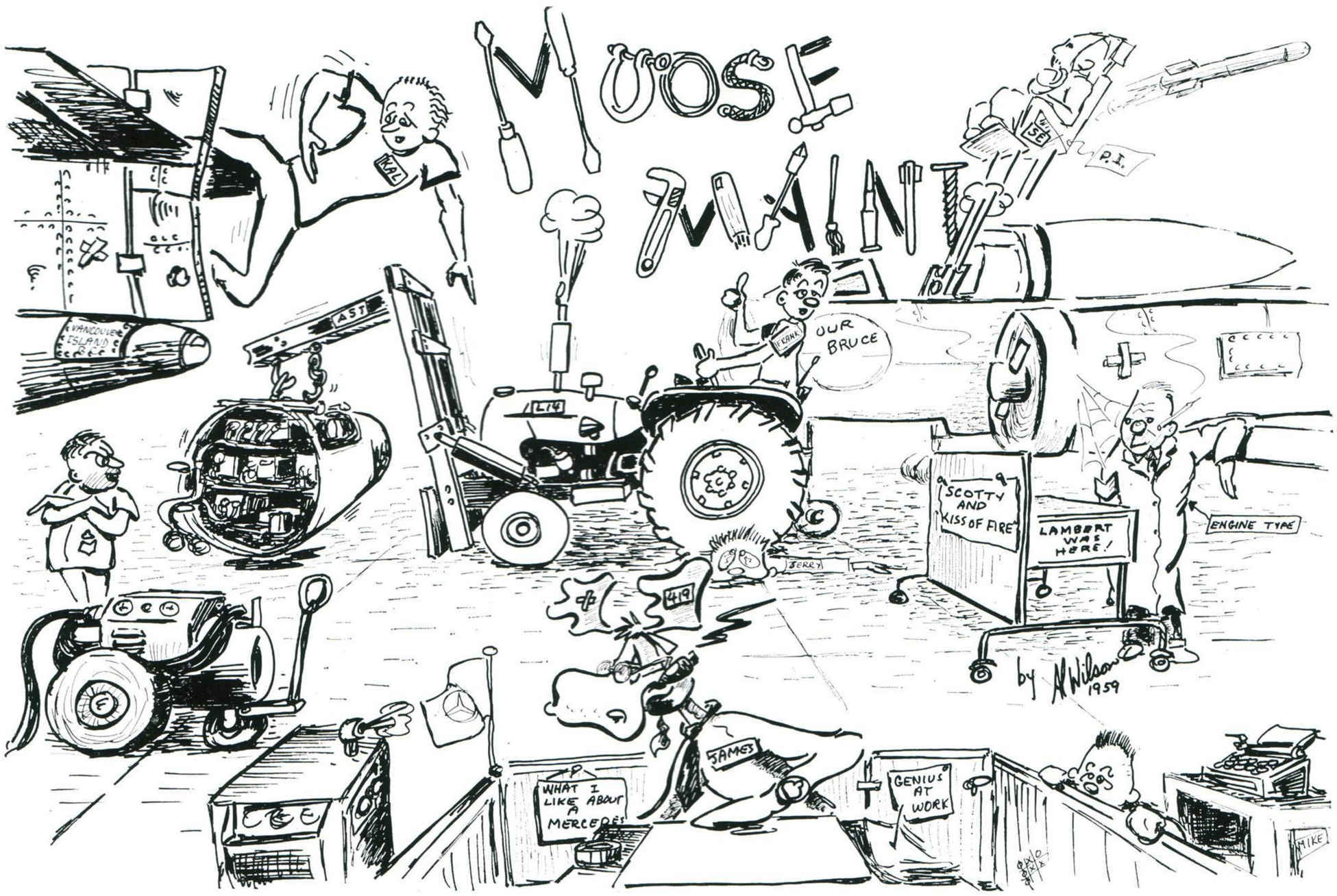
New members to join the squadron since July are: Our Officer Commanding, W/C OC Brown, F/O LN Neilson, F/O Bill Colbert and F/O Beck.

F/O L.N. NEILSON

F/O Neilson was born in Winnipeg, Manitoba, and took his schooling there at St. James Collegiate. After finishing school, he entered the University of Manitoba and received his BSc in 1955. With URTP, 1954—56 Eric took the Armament Officer's course while doing post-graduate studies. During the year 1956—57, he received the Long Range Navigation course, and on completion of this was posted to 402 Auxiliary Sqdn. In June 1958 F/O Neilson was transferred to the Regular Force, took the Airborne Interception course at Winnipeg, then on to Cold Lake and 419 Sqdn.



Operations at Bruce's platz



422 Sqn

by F/O P. A. Hayes

The month of August for 422 Squadron has been one jammed with three Zulu Weeks which have left little time off for much to happen.

We did have two newies added to the aircrew staff in the persons of F/O's Jim Plummer and Gord Anderson. Jim Plummer came from Moose Jaw where he was instructing for about three years on "Yellow Perils" before going to the OTU at Chatham and eventually coming here. Gord Anderson came through the Flight Cadet pipeline, finishing his training in Chatham before arriving over here. Welcome aboard, chaps!

F/O's Bill MacArthur and Ed Gagosz spent sometime with 1 Air Division Gunnery Team at Cazaux, France, where the team competed against other NATO Air Force Gunnery Teams for the Guynemer Trophy for Air to Air firing proficiency. With their help the RCAF swept the Shoot again.

422 Sqn would like to pass on its congratulations to the men's and women's fastball teams in capturing the Air Division Championships.

As far as Squadron sports go, August saw the beginning of the 4 Wing Football League, with 422 posting wins in the two games they played. The most dazzling spectacle in the two games was F/O Danford's scoring of a one point convert as he crashed through centre and received a perfect pass from the quarterback, F/O Pete Howe. Danny has been playing a stalwart centre position for the last four years, and feels he is now on the way to winning the "Most Valuable Player Award" after finally scoring his first point. The players are very enthusiastic about this sport and the physical activity has evidently done one of our members some good as he has finally made it under the aircrew maximum weight limitation.

F/O Tony Burnett will be leaving us early in September on repatriation and transfer to 3 AFS Gimli, Manitoba. "Kiwi" or "Petit Antoine", as he is commonly known, has been a staunch member of the single men's union since his arrival at 4 Wing in January 57. After serving six months with 414 Sqn, Tony was transferred to 422 and has been one of the Sqn mainstays for the last two years. Tony has been one of the sports car enthusiasts on the Wing, and it will be unusual not to see his red Porsche screaming down the autobahn at one hundred miles per hour as he "roars into town to have a quick cup of coffee". And so we take this opportunity to say goodbye to the "Right Now" kid.

In closing for this month we would like to say welcome back to 444 Sqn after their trip to Sardinia.

Tomahawk Wives Talk

by Pamela McArthur

We're flattered; moreover,
Intrigued to discover
That S. M. U. models its "Talk"
On the style of this writer
Whose surprise that they read her
Column is almost a shock!

Benevolently we offer
To our mischievous scoffer,
A challenge to "go us one better!"
Is your talent just "flighty"?
We think it just might be,
Your art's wielding "sword" and not letter!

And now in conclusion
Of all this confusion
We offer excuse for this rhyme,
A longwinded verse
Saves a column the curse
Of proclaiming "no news at this time"!

CLIMATOLOGICAL SUMMARY FOR THE MONTH OF AUGUST 1959

TEMPERATURES	1959	1958
Mean Max	78.0	76.5
Mean Min	54.6	55.2
Monthly Mean	66.3	65.9
Highest	89	88
Lowest	42	43.2
Precipitation		
Rainfall	2.39	4.78
Greatest amount for one day	1.27	2.27

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444 SQN

by F/O Randall

We are finally working at Four Wing. This is the thought running through our minds at this time. It seems we have been everywhere else, including gunnery camp, and (last but not least) LEAVE. A glorious three weeks of constant relaxation, with everyone rushing madly about adjusting themselves to a new life. Most of the married couples can now forget about camping for another year and for our nightliving SMU there is that acceptance of sunlight once more. However we are all back and keenly looking forward to our jobs once more.

Last month had its dark spots though, one of them being the sudden news that F/O Reg Heard was being whisked away from us to go to Oldenburg.

F/O Reg. Heard

F/O Heard, who came to the squadron in Dec. 56, has in the last two and one half years become one of the sqn's best pilots. In the air he always set the example for us newies and made the old uns fight his type of fight. On the ground Reg was always there with some advice for the betterment of the squadron. One of our staunch supporters in sports, Reg was one of the officers who stuck solidly with our hockey team last winter in its darkest season.

We are very happy to be able to congratulate Reg on being the first winner of the new sqn gunnery trophy.

At this time we certainly cannot forget Mrs Heard. Leslie, one of the squadron's beautiful and most popular wives, will be missed by all. The squadron is very sorry to be losing such a fine couple, and in saying farewell we wish them the very best in future luck and happiness.

The 444th was very proud to have one of its members selected for the 1 Air Div gunnery team to represent the RCAF in this year's NATO gunnery competition held at Cazeau. Congratulations go to F/O Dave Barker for his fine job in this shoot. We will be happy to have you back again Dave.

We have no newies this month and it seems we lost F/O Anderson, whom I mentioned last month, to our competitor with the strong arm.

Although they have yet to put in an appearance at 4 (F) Wing, the squadron would like to extend its heartiest congratulations to F/O & Mrs R. J. Colling, recently married at Lethbridge, Alta. The squadron sincerely wishes them eternal happiness.

Below is a new Sqn song written and submitted to the sqn by some new members of the S.M.U. while we were at Sardinia.

(1)

We took a little ammo and
we took a little gas
We flew an hour twenty just
a sitting on our ———
We got down to Decci in the
middle of the day
And the Wing Co said "O.K. now boys
you have to make it pay".

(Chorus)

We find our guns and the pipper
kept a slidin'
It isn't quite as easy as
it was awhile ago
With all six guns and the
pipper kept a - slidin'
On across the beaches to the
town of Deccimo

(2)

We took a little readin' and we
found our sights were bad

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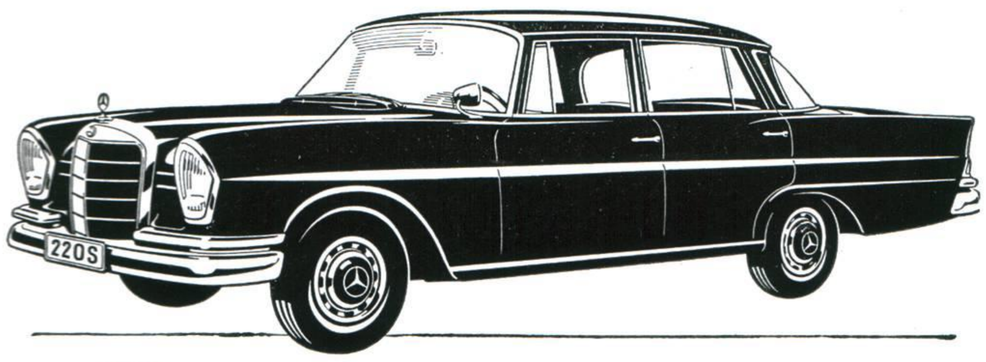

MERCEDES-BENZ

The ammo started jammin' but
we got the best they had
They used it in the first world war
and in the second too.
The only ones that left a mark
were orange red and blue
(Chorus)

(3)

We went to thirty thousand and
the scores were not the best
But we started hittin' better
now we're up there with the rest
We lost the flags and shot the flags
and even dropped them short
There were seven sections in a row
that needed to abort
(Chorus)

(4)

We tallied up our totals and
we found them kind of low
Cause 422 had beat us bad
and so had 430
So we power packed a section and
we flew at 20 thou
And when the scores were added
only one had beat us now.
(Chorus)

(5)

We took them back to our Wing and
we parked them by the Rhine
The 104's are comin' but we know
they'll take some time
So we'll fly ours till they fall apart
and hope to get some more
And the first ones that will get them
will be good ol' Triple Four

(6)

We packed our guns and we
haven't got a pipper
The missiles are a comin' and
the guns have gotta go
Triple four will get'em and we'll
know just how to use 'em
And we'll never have to prove it
down in torrid Deccimo

E N D

Wing Maintenance

LOG CONTROL

The reason for nil news in last month's edition was due to the "Bear of Buchenwald" (Sgt Olynyk) and his able assistant "The Dean of Dachau" (Sgt Muir) placing bars on all windows again, thereby preventing any news leakage. An uprising ensued this week resulting in all the inmates helping to tear down the bars on the windows and the "Bear" being shipped (in a strait jacket) to solitary confinement. (Engine Bay).

Now that we have dispensed with the preliminaries we wish to announce that our "All Canadian Athlete Of The Year" (Jow Daigle) will be portaging, by Pontiac, to (you guessed it) Portage De La Prairie. We in Log Control, wish Jow a safe trek to the Prairies and remind him when playing "Fussball" out there to watch for gopher holes. We give a hearty welcome to Sgt Muir who is eventually going to take over the duties of NCO i/c LOG CONTROL. Lots of luck to you, Sarge. We also wish to welcome Cpl Ford as one of our new inmates. Roy is a great asset to this office, having passed the CLKSTATS course in Aylmer. He has had previous admin. experience, and spent considerable time at No 1 Air Div Metz. Within these silent, gray walls we have in our midst an inmate with the same characteristics: silent, and gray. He is none other than Cpl Webster. The only time that "Webby" can be heard above the clatter of the type machines is when he says, and I quote, "Hey! You owe me fifty cents for the party fund." We wish to thank Cpl Webster for the swell job he did in organizing a weiner roast a while back, and the effort he is putting into a future corn roast that Log Control is contemplating. And last but by no means least, we have our technical representative from Wing Training Flight, none other than that "Don Juan of the Schwarzwald", lately LAC and now Cpl, Wes Hetherington. Wes has just shown me a sworn statement signed by him to the effect that he will never take another "snifter" stronger than mineral water; unless, and I repeat unless, he (Wes) is alone or in company.

I received quite a shock the other evening. I heard a knock at my PMQ door and the wife, as is the case with most females, being the nosiest, answered it. Yours Truly: "Who is it?" Wife: "Come here at once there is a peddler out here, who looks like a cross between an INDIAN and an Eyetie, and he looks vicious." Realizing that we have no telephone to notify the SP's this reporter grabbed the closest weapon available, a toy Luger, and dashing to the door growled: "Put 'em up." At which time this peddler fellow says "Don't shoot, Walt, this is Johnson, lately of Sardinia." After reassuring me that is name was Johnson and not Johnsonelli, I turned on the hall light and lo and behold! It was my "Kamerad from Kontrols", Brian Johnson. The moral of this story is: LOOK BEFORE YOU SHOOT.

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Soellingen Sally Reports

by Laurie Morris

I wish the girls of this Wing would be a little bit more mischievous or less discreet in their activities. I feel like a spy everytime I walk in the lounge, the conversation of the group has a sudden change from the gossip of the day before, to shop talk. I will have to take drastic means to get enough material for this column, such as using tape recorders etc. Come on girls, let me in on some of your activities, — don't be so bashful, — where's the spirit of the airwomen?

The airwomen of this Wing won the trophy for Air Div baseball. They played beautifully this season and the last games were most exciting. Congratulations girls, we're mighty proud.

Our welcome carpet is out once more this month to welcome three airwomen newly arrived from Canada. I was surprised to see that Baden-Baden has also heard about them coming over, because the town is all decorated with flags from every country and in their honour a big international race in Iffezheim has been organized. I guess you girls never knew how popular and well known you are. If lately you have heard a sweet new voice on the switchboard, don't think for a minute that it's a fraulein, because she is one of the airwomen, — LAW Taft (Taffy) who came to us from beautiful LAC St. Denis. In Accounts AW Miyanishi will be keeping track of our money, she comes from Comox BC. Last but not least the police force has been increased, by AW Philox from Stn Trenton. I guess you don't have to wonder anymore why the AFP are all wearing their Sunday smiles.

Purses were made to carry everything and anything, — including eggs! A well known female cpl on this Wing has the habit of carrying her supply of eggs with her, carefully stored in her "Handtasche". I often wonder if by chance she has a chicken in there too! Some of the girls will be riding in the Iffezheim races next year, — I wish I could be here to see it. Nothing like being sports minded. If you want to place your bets, — bet at least a $ 100 on Lucie's horse (and also the small one Annette rides). You would be well advised to put most of your money on two swift riding horses ridden by our well known riders Blackie and Robbie. I'm sure that if the post-office would use these riders and their horses to get the mail we would get our letters faster and the mail would always go through, — even during thunder or snow storms. It's very quiet in the small kitchen of the lounge, — most of the cooks are on leave or married. Blackie is the connoiseur of good hot chocolate, — Terry is wizard at any menu, but her best is fudge. No one can say that the airwomen are useless either at work or at the house. If you want a demonstration of this see me and I will arrange for one of the airwomen to cook you a delicious meal which will include wine.

Pat Harwood-Lynn bought herself a Dauphine, and just the other day I saw her washing it. She uses one cup of water to a pinch of soap and in no time it's shining clean. (I use 1½ cups for my volks due to the curving front hood). May should have her Simca by now. I guess the editor of this magazine will be proud of that (you have a friend now, May) If anyone is interested in a good car-buy, come and see me and I will show you the power behind a great old Kapitan. Once you have ridden in it you won't wish to drive in any other car. What a smooth running motor.

Since that is all the news I have I must cut this short but don't think that I've forgotten you, Jackie and Genie. Perhaps by next month you will make a faux pas, — and then I will give you what I promised, a whole column in next month's article. We hope that F/O Barraud has enjoyed her leave, and that the Borgward was smooth-running all the way. Don't forget Ida and Bill's wedding this month —!

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