

(4F) WING (RCAF)

# Schwarzwald Flieger

Bonn — The Bundeshaus



PUBLISHED BY  
4 (F) WING RCAF



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GERMANY

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# RCAF News

**4 (F) Wing Again Wins Gunnery Trophy:** — As a result of 419 Squadron's excellent shooting at Sardinia the Lloyd Chadburn gunnery trophy again remains at 4 (F) Wing for another year. 419 Sqn added to the fine scores put up by 422 Sqn and 444 Sqn, by outclassing all the other Air Div AW Sqs in gunnery.

**CF 104** — A delegation from the German Air Force arrived in Ottawa at the end of Oct for meeting with officials from the RCAF and the Department of Defence Production. The meetings were chaired by A/V/M JA Easton, Air Member for Technical Services, and discussions dealt with items related to the Canadian and German F 104 planes, — such as quality control and acceptance, logistics problems, and flight testings. Both Canada and Germany have completed negotiations with the Lockheed Aircraft Corporation to build the F 104 Starfighter under licence for use in their NATO Squadrons. Senior Officer of the German Delegation was Brig Gen Johannes Steinhoff, Chief of Operations for the German Air Force. The Canadian version of the Starfighter supersonic jet aircraft, recently named the CF 111, has been re-designated CF 104. Reason for the change is to eliminate confusion when referring to the aircraft. The initial designation, 111, was given to the aircraft since it was next on the Canadian numbering sequence which began with the (CF) 100, Canuck, and has progressed to the (C) 110, Albatross.

**CL-44 Simulator** — A contract has been awarded to Redifon Ltd to build a flight simulator for the RCAF for the CL-44 transport, known to the service as the CC-106. The cost is approx \$ 1 million.

**Chancellor Adenauer lands at 4 (F) Wing:** — West German Chancellor Konrad Adenauer landed here at the end of Oct 59 in a Corvair aircraft of the German Air Force, enroute to a



Sgt Killens receiving his award from the Rt. Hon. George Drew

meeting in Baden-Baden. Chancellor Adenauer was greeted on arrival by the CO G/C McNair; Dr. E. Schlapper, the Oberbürgermeister of Baden-Baden; KG Kiesinger, the Minister President of Baden-Württemberg; and other leading dignitaries of the area. The Chancellor flew in from Bonn to address delegates of the Christian Democratic Union Party of the local area who were holding a convention in the Kurhaus of Baden-Baden. He returned to Bonn by his aircraft in the early evening.

**Canadian Ambassadors Visit 4 (F) Wing** — Canadian Ambassadors to 16 European and Near Eastern countries paid a quick but comprehensive visit to 4 (F) Wing 30 Oct 59. The group was led by the Right Honourable George A. Drew, Canadian High Commissioner in London. The ambassadors had been meeting in Paris with Canadian External Affairs Minister Howard Green and took advantage of the opportunity to visit one of Air Division's bases before returning to their posts. Arriving at Baden-Soellingen by RCAF aircraft from Paris at 11 o'clock in the morning, the visitors were greeted by A/V/M Wray, Air Officer Commanding 1 Air Division, and by the CO G/C R. W. McNair. A 50 man RCAF Guard of Honour, commanded by F/O Howe, was inspected by Mr. Drew. The ambassadors' tour included a briefing on the Air Division, a practice scramble by Sabres of 444 Sqn, a demonstration of a quick turn-about by Sabres of 422 Sqn, and visits to other installations on the Wing. Commenting on the visit before leaving by air for Paris shortly after 6 o'clock, Mr. Drew warmly praised what he had seen. "If possible, I find myself even more impressed than on my last visit", he said. "What we have seen here today has been most gratifying, and I only wish that all Canadians could see their Air Division in Europe. They have every right to be very proud of it."

**Rt. Hon. Drew Presents Award to Sgt Killens** — Canada's High Commissioner to the UK, the Right Honourable George Drew, presented the Queen's Commendation for Brave Conduct to Sgt Killens during his brief visit to 4 (F) Wing. Sgt Killens won the award last August when he saved the life of a civilian guard being attacked by a savage dog. The presentation came during a one-day visit to the base by Canadian Ambassadors from 16 European and Near Eastern countries. Mr. Drew presented the Commendation to Sgt Killens before a 50 man RCAF Guard of Honour, and an audience that included Mrs. Killens and their four young children.

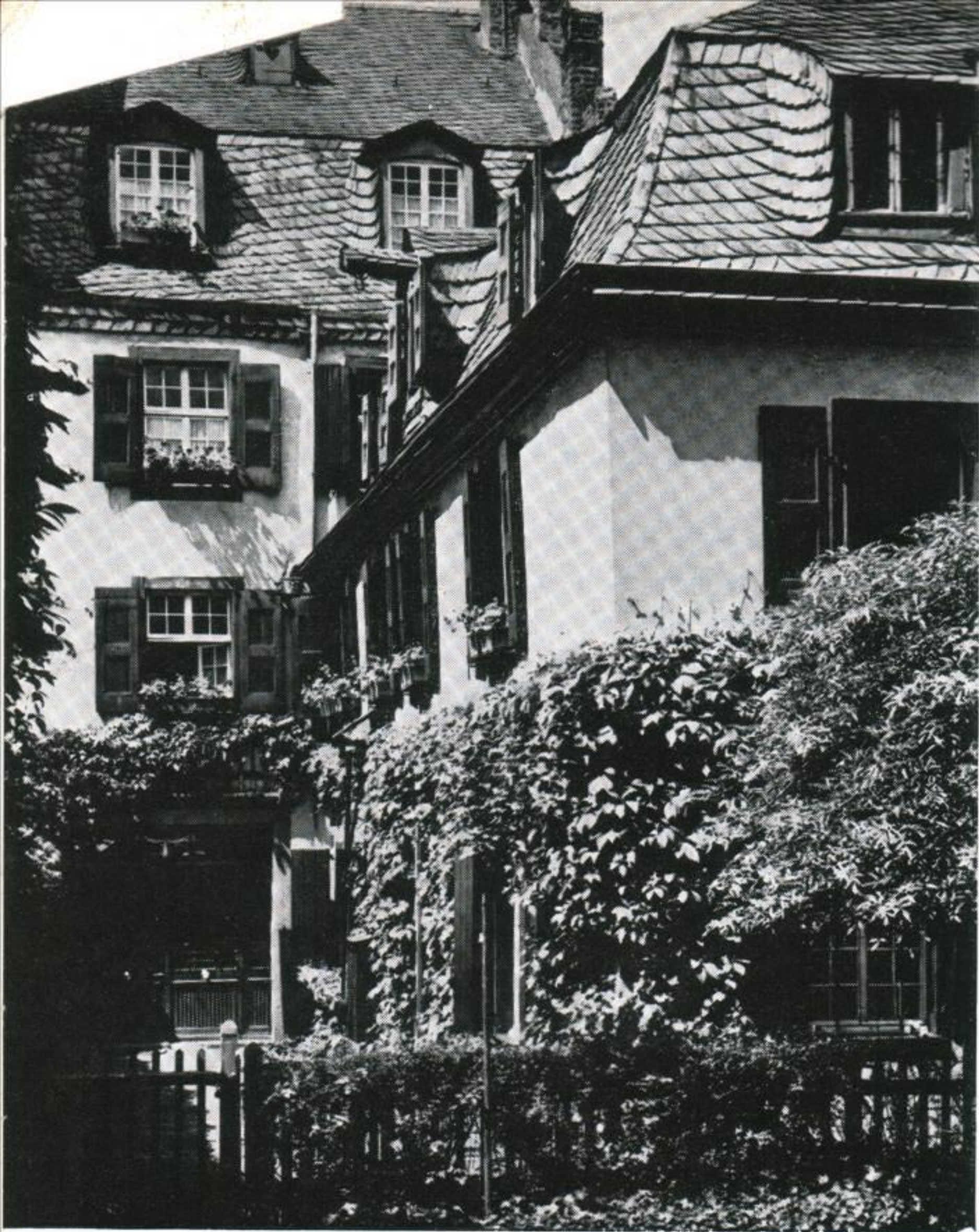


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The "Schwarzwald Flieger" (Black Forest Flyer) is published monthly as a Station Non Public Fund Activity through the kind permission of G/C R. W. McNair, DSO, DFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany. The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.  
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*Beethoven's Birthplace*

Photo:  
Photolaboratorium Bonn  
Bonn Archives

# BONN



About five hours drive from the Wing, via the well-paved autobahn, lies Bonn, the capital of the German Federal Republic. It is one of the most interesting cities of Europe and well merits a visit from our personnel.

Bonn is a combination of the new and the old and provides a fascinating contrast between present-day life and the ways of years gone by. The new is a reflexion of the events which caused Bonn to become Germany's capital and changed it from a quiet university town to a bustling first city with the German House of Parliament (the Bundeshaus), modern office buildings housing the headquarters of many of Germany's resurgent industries, and with the legations and homes of many foreign diplomats. Bonn's requirement for new buildings was not caused solely by the new role thrust upon it but also by the need to rebuild after the destruction of war. New residential areas, modern shops and office buildings have been constructed where in 1945 there lay only ruins.

Bonn, like many European towns, has a long and varied history and evidence can still be seen of its former activities. Out of the mists of the early dawn of history the first Roman legionaries came to Bonn more than 2,000 years ago. The actual chronicle of the city began with a shrine, the first of its kind north of the Alps, bearing witness to the martyrdom of two Roman soldiers, Cassius and Florentius, who were put to death in 253 A. D. because of their Christian beliefs. The Cathedral was erected over their graves.

As early as the Middle Ages, Bonn was an important ecclesiastical and commercial centre and in the thirteenth century the powerful Prince Electors and Archbishops of Cologne chose it for their residence. The splendour-loving House of Wittelsbach built palaces and laid out parks and avenues which still survive. The Presidential Palace is now

the University, and joined to it by the scenic Poppelsdorfer Allee, is the graceful Poppelsdorfer Schloss. The fine baroque Town Hall has one interesting piece of German history connected with it. In the 19th century the movement for unification of the many Germanic States into one Germany was under-

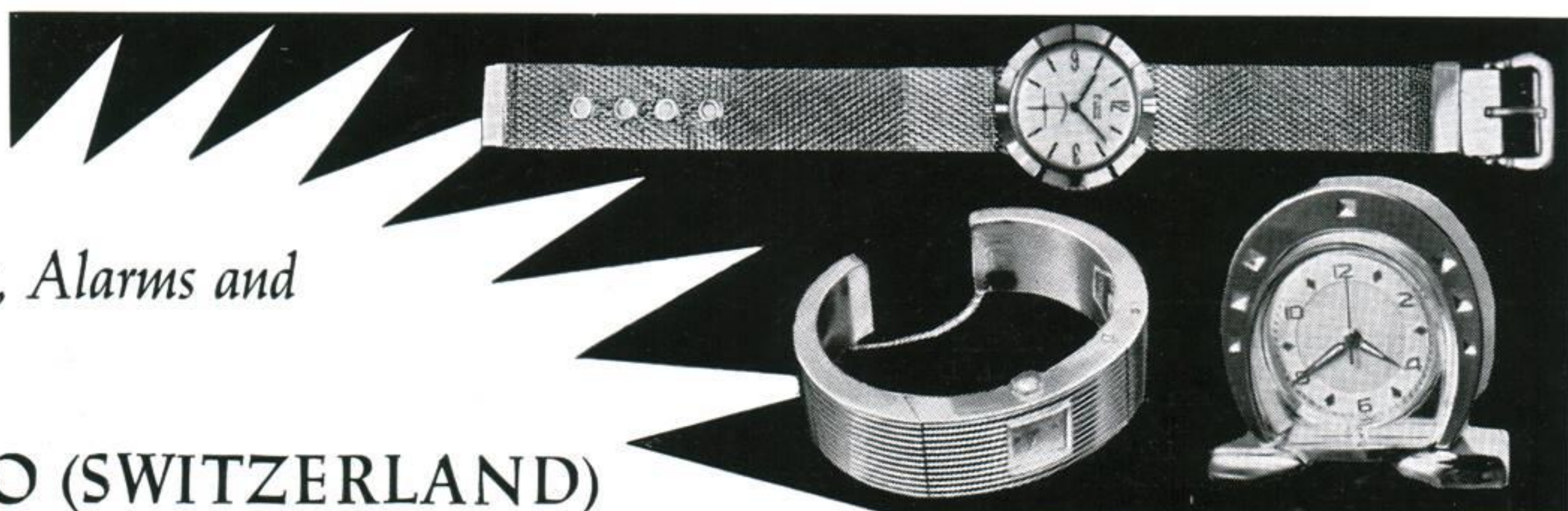


*The Poppelsdorfer Allee*

Photo: Bonn Archives

*For Fancy Jewelry, Watches, Alarms and  
Optical Frames*

**RIVO S.A. LOCARNO (SWITZERLAND)**





The Marktplatz

Photo: Toni Schneider, Lindau, Bonn Archives

way, and there were two main forces at work, — the “blood and iron” of Prussia and Bismarck, and the democratic method of the liberals. In the year of revolutions, 1848, Gottfried Kinkel and the German-American Carl Schurz raised the banner of liberty on the balustrade of the Bonn Town Hall. Unfortunately the revolt fizzled out. Later unification came about through totalitarian methods and the hope of a democratic united Germany faded away with terrible results as very recent history shows.

The old graveyard, the “Parnassus” of Bonn, is one of the most famous German cemeteries. Here lie the well known Ernst Moritz Arndt and Carl Simrock, Schlegel, (renowned for his translations of Shakespeare), Robert and Clara Schumann, Beethoven’s mother, Friedrich von Schiller’s wife and son, the astronomer Argelander, the historians Niebuhr and Dahlmann, the brothers Boisseree, and Mathilde Wesendonck the close friend of Richard Wagner.

A jewel, which makes Bonn the envy of the music-loving world is the quiet house at 20, Bonngasse where Ludwig van Beethoven was born in 1770. It still contains the keyboard of the organ, from the Minoritenkirche where the boy Beethoven played the organ, and other treasures such as original manuscripts (including the 6th Symphony), letters, sketches and musical instruments which belonged to the master. The Beethoven archives are the most famous of their kind.

Bonn has its museums which are well worth a visit. The Rheinische Landesmuseum for example has the skull of the famous Neandertalman.

On your way back go through Bad Godesberg, which is a few kilometres south of Bonn. It is a charming resort town which will be remembered as the place where Mr. Chamberlain and Hitler met in 1938 prior to the fateful Munich agreement.

## ■ Dear Folks

I hope there’s some writing on this page when it reaches you. The fog is so thick here I can’t even see the paper I’m writing on. So if this turns out to be a blank piece of paper you’ll understand why. But this is nothing to what we usually get. One lad I know was coming back from Rastatt when he got off the road, only he didn’t know it at the time because the pavement is like that here. I think they put retired sailors on making the roads. Well, he drove around for three hours trying to find the base and when the fog lifted he found he’d ploughed up one of the local fields and one of the farmers was right behind him planting early potatoes. He said he didn’t mind that so much but got a bit angry when the farmer wanted to exchange his honey-wagon for my pal’s 49 Mercedes. He thought the whole deal smelt.

Most new people here are surprised at all the fog we have. I think in the briefing everybody has when they arrive they should mention that the OC of the Met Section is from Newfoundland. Then everybody would understand. I just hope that when he leaves his replacement isn’t from Vancouver. Imagine changing from fogs to floods. Just give me the good old Prairies where it’s usually too cold to have any weather.

I see in the Stars and Stripes that Elizabeth Taylor is going to get a million dollars for playing some gal called Cleopatra in a film. I think our intelligence people must have got wind of this some time ago because the local cinema has been watching its money very carefully. They’ve had lots of plush seats sitting around for some time to take the place of the bone shakers they have up front. But I guess it costs lots of money to install them and they have to be very careful these days. Do you think you could find out Miss Taylor’s address and write and ask her if she’d take 15 bucks less so we can get our seats in and not dislocate a disc everytime we sit down in front? (Maybe that should be disc-locate a disc, you know my spelling was never very hot.) Anyway write and ask her will you?

Well, Fasching has started once again but things are pretty quiet so far. We had our own rehearsal for it on Hallowe’en and I think we proved we’re fit for another bout of Fasching. For some people it should be Hallowe’en all the time because they sure looked a lot better than usual, especially after the party was over. Some of the costumes were pretty weird though, and as the local people are pretty sensitive about designs and colour they take the next day off just to get over what they’ve seen.

Everybody’s busy now doing their Xmas shopping. All the guys and gals said they were going to buy their presents early this year and just about now it hits them that they’ve got to get their stuff in the mail now or it won’t get home until Xmas 1961. Being broke I haven’t got my presents yet either so maybe you could send me another ten bucks so I can buy you and pa a present. I got the last ten bucks alright, but I feel homesick every so often and visit my farming friends down in Pig Alley. I know too you’d want me to keep up with the latest in hog raising and maybe get some new ideas and it costs money to swill down a few drinks.

Elmer

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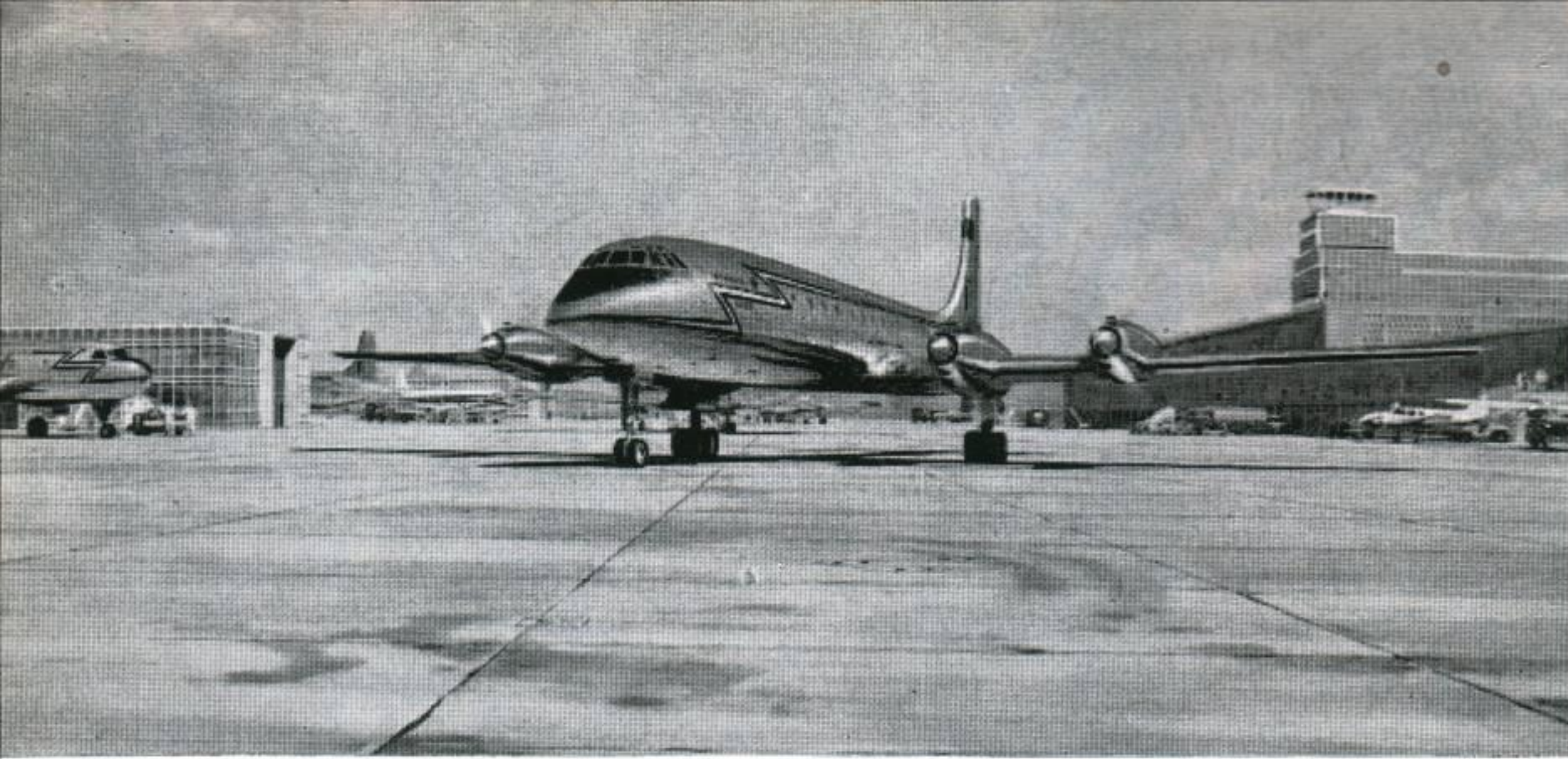
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## CANADAIR'S CL 44

This month represents an important milestone in Canadian aviation history. At Montreal, Canadair will test flight the CL 44, the largest aircraft ever built in Canada and the first turboprop transport manufactured by a Canadian aircraft company. With regards to size the CL 44 displaces the Argus at the head of the line, being 136 ft 7 ins long compared with the Argus' 128 ft 3 ins. Both aircraft have a great deal in common, however, because both are developed from the tried and tested Bristol Britannia. A startling aspect of the CL 44 is its low operating costs. For example it has been worked out that on the Vancouver-Toronto run the passenger version will break even by charging only a little more than half the rail fare with only 50% of its passenger seats filled.

It is also unusual, for the freighter version has loading from the rear end. For this, a swing tail is provided. This novel system avoids the weight and drag penalties associated with the usual nose-loading system. It is also probably the most versatile aircraft there is. It can be used as a freighter, pure passenger or cargo/passenger version.

The numerous advantages — particularly the cost angle, — of the CL 44 are so appealing to airlines, that they have given Canadair another first. It is the first Canadian aircraft company to break into the very difficult American market, in a big way. The famous Flying Tiger line, and Seaboard and Western airlines have placed a 70 million dollar order with Canadair. This is for a total of 15 aircraft with an option for ten more.

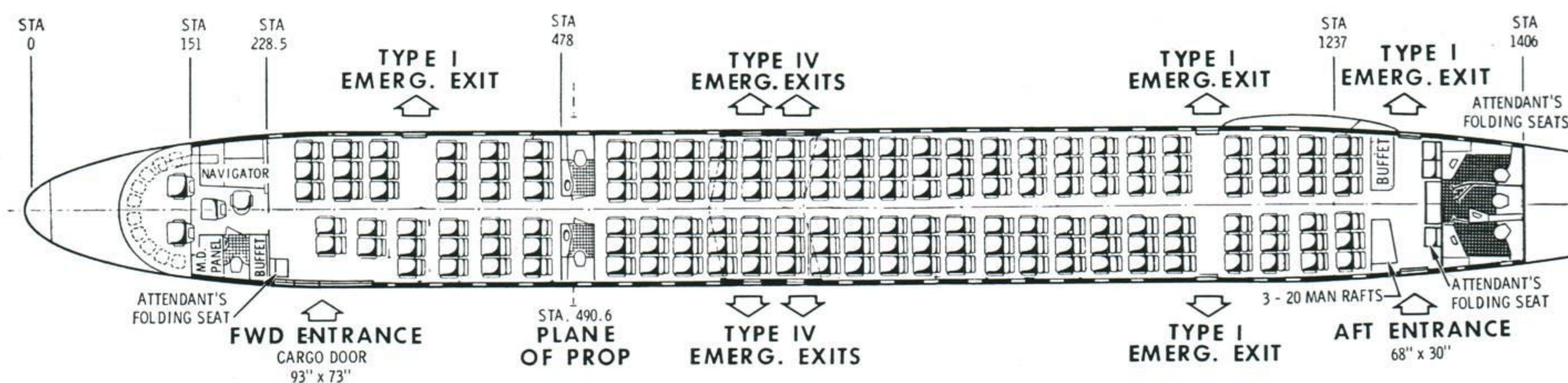
The RCAF has played a significant part in the development of this aircraft for it started the ball rolling by placing an order for 12 CL 44s. The first aircraft to take to the air this month will be the military version for the RCAF. It is from the RCAF version that the commercial aircraft has been developed. The RCAF, by the way, does not call it the CL 44, but the CC-106.

The freighter version can carry a 65,000 lb load 3,150 miles. Subsequent versions will increase the pay load and on the drawing boards there is a version which will carry 100,000 lbs. Attention has been paid to the time element in loading and unloading. The aircraft can be unloaded and loaded for another journey in the time taken to refuel and do the normal routine checks on the aircraft. Loading the 65,000 lbs will take only 20 min. The rear fuselage entrance by the way, is quite large and allows loading of cargo with up to 83 inches height and 137 inches width.

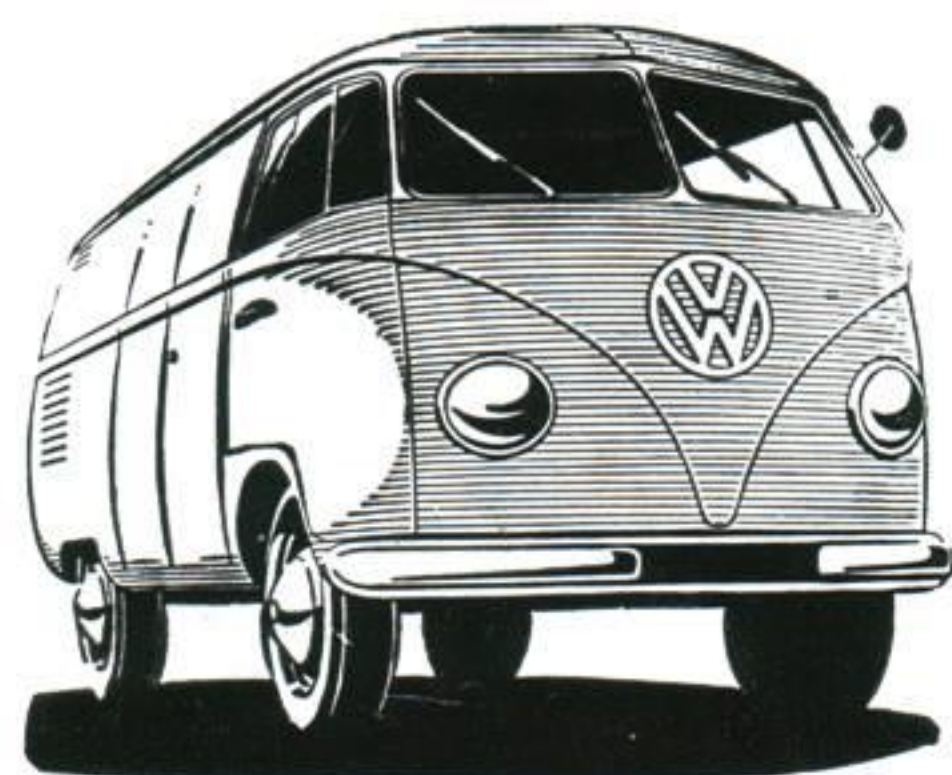
The passenger version will carry 160 passengers and their normal baggage and cargo. At present passenger fares on the North Atlantic run the aircraft will break even at 26% capacity! This suggests significant reduction of economy class fares.

The cargo-passenger version can carry even more passengers, — 172, — on a trip and on the return carry 50,000 lb of cargo with the seats stowed in the hold. Conversion takes approx two hours.

It appears as if Canadair has produced a winner.



*The Economy Passenger version*

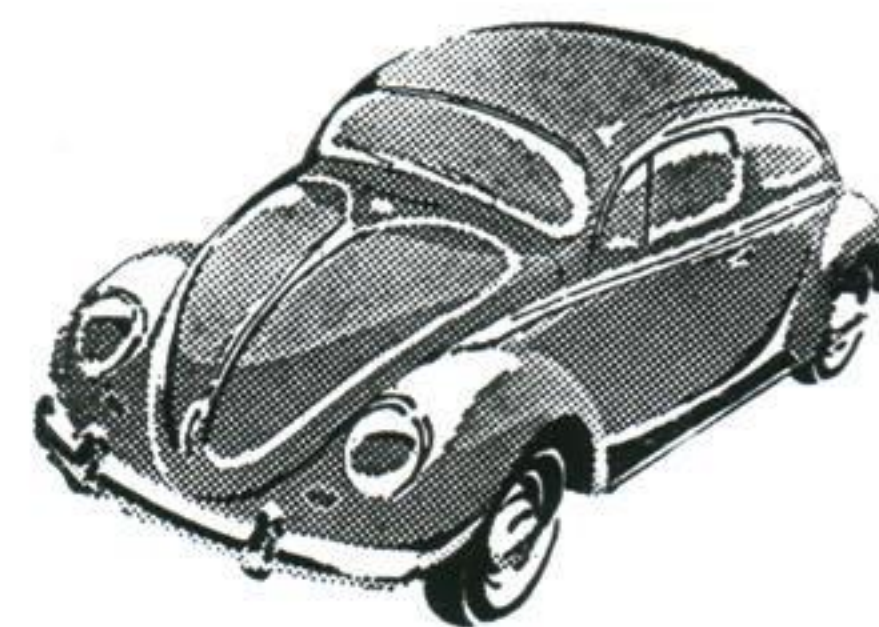


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This photograph was taken with a Praktisix Camera using a 300 mm lens at F4.5. Note how the background is blurred while the fine texture of the bird's feathers is shown in detail; and this in spite of the fact that the pigeon and fence are only inches apart.

You have just bought a new camera, and as you look and admire the beautiful purity of its lens, you see, written around its rim something like this: "Tessar 1:28 f = 45 mm". Then you explore more little gadgets: distance scale, shutter speed and the diaphragm scale: F/stops: 2.8 . . . 5.6 . . . 11 . . . 22. Looking around some more, you find that these numbers are repeated, on a fixed ring, in juxtaposition to the distance scale. Now, what's that "F" got to do with the distance!

Well, that "F" has in fact quite a bit to do in picture making. It affects, in general, 4 things:

- a) sharpness of the picture,
- b) depth of field,
- c) equalization of illumination from center to outer edge of the picture,
- d) control of exposure.

The last two we will leave because, (a), good lenses incorporate, in their design, features which connect the distribution of light so that an even illumination throughout the surface of the picture is achieved at any F/stop, and (b), as far as exposure is concerned, it is obvious that the larger the aperture, the more light goes through to the film, providing the shutter speed remains the same. Let's only say, in passing, that when changing the aperture from one stop to the next larger, the exposure is doubled.

Now then, how does the F/stop, or aperture, affect the depth of field? To answer that briefly, we will illustrate the paths taken by light rays through a lens, to form an image; but first, let us state, in a general manner, a basic law of optics: "Technically, a lens can form a sharp image, on a given image plane, of only one object plane at a time." For example, in most 35 mm cameras, the image plane, (the film), is approximately 2 inches behind the lens; if the lens were focused to form a sharp image there, of an object 10 feet in front of it (object plane), it could not, at the same time, form sharp images, on the same plane, of objects beyond or before 10 feet; that is to say, the images of objects which are before or beyond 10 feet, will be "blurred", or "out of focus". The amount of "blurr", however, may be quite small; an acceptable standard has been set — but before discussing it, let us see how this "blurr" is formed.

Fig. (1) illustrates the paths of light rays emanating from point A, (solid lines), a point on the object plane focused on, and from point B, (dotted line), closer to the camera. Light

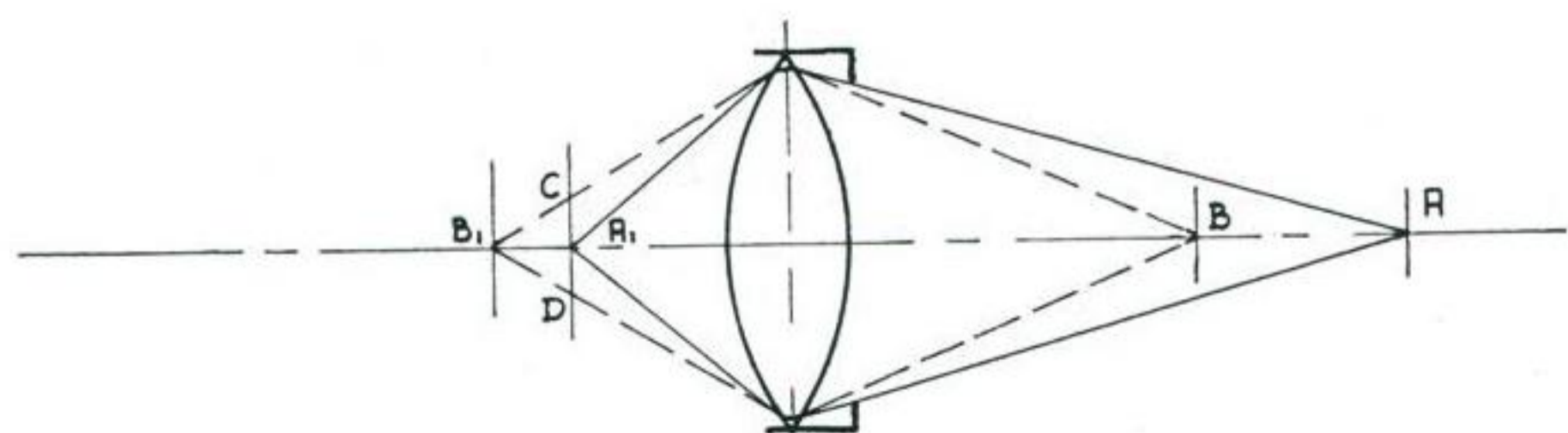


Fig. 1

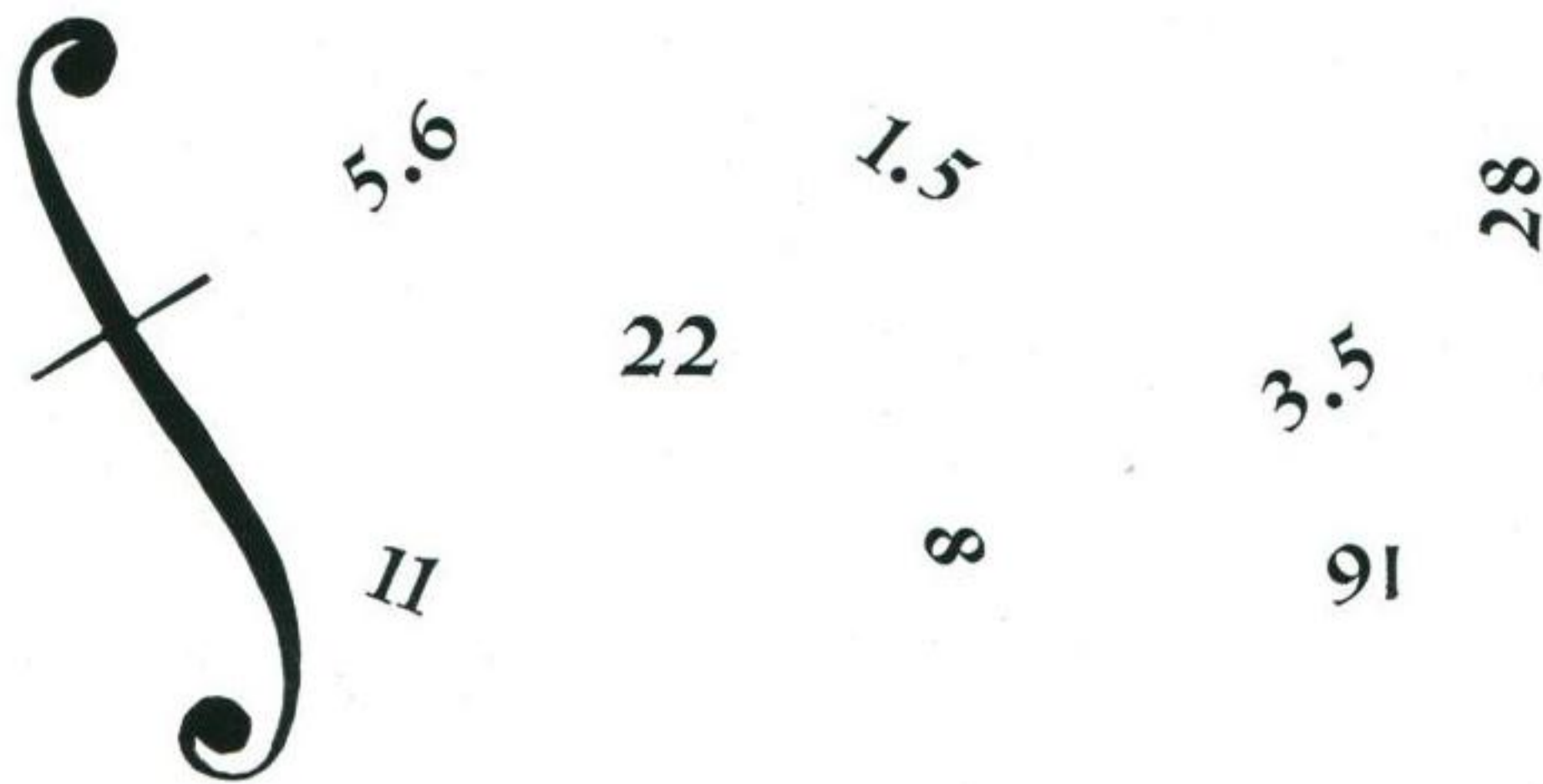


Fig. 2

rays coming from point A are refracted by the lens to converge, forming a cone of light, and meet at point A1, which is a sharp image of point A, formed on the film (image plane). Light rays from point B behave in the same manner, but are not made to converge and meet at the film plane, but slightly beyond it, at B 1. Point B 1 is a sharp image of point B, but it is not on the film: as the light rays, converging towards B, arrive at the film, they have not yet met, or come into focus, so that the image of point B, on the film, is a cross-section of a cone: a circle which, in our example, has the diameter CD. That circle is called *circle of confusion*.

Now examine Fig (2); all we have done here, is reduce the aperture from "wide open" (Fig 1) to half its size. Now, only the light rays closer to the center of the lens are allowed to pass: the base of the cone has been reduced, and consequently, the diameter CD, of the circle of confusion is also reduced. That is how the diaphragm (F/stops) affects the depth of field: the smaller the aperture, the greater the depth of field.

On these two diagrams, proportions have been greatly disregarded for clarity of drawing. In actual fact, image B 1 would form very closely to the film surface, so that the cone cross-section of diameter CD, would be very small.

We have mentioned above, that an acceptable standard of "blurr" had been adopted; it is a measure of the circle of confusion. In most 35 mm cameras, calculations for depth of field are based on the standard that a picture is acceptably sharp if the diameter of the circle of confusion does not exceed 1/1000 of an inch.

Let us go back to our camera now, and set the distance scale at, let's say, 8 feet supposing our subject to be there, and the background at 12 feet. The subject, being carefully focused on will always be sharp. The background, however, will be more or less blurred, depending on our choice of aperture. At F/22, all objects from approximately 4 feet to infinity will be acceptably sharp: that is, all points on these objects will reproduce as circles, having a diameter of less than 1/1000 of an inch. At F/4, however, only the objects which are between 6 1/2 and 10 feet will be sharp. As we increase the aperture, the depth of field is reduced. In this example, for instance, the picture could be taken at apertures from F/22 to F/8 without noticeable loss of sharpness. At F/5.6, however, the background would be "annoyingly" blurred: not enough if it were meant to have it blurred, but too noticeably to be pleasant. At F/3.5, no details could be identified although the nature of the background would likely still be revealed. At F/2.8, the background would become hardly recognizable: a mass of lights and shadows against which the subject would stand prominently.



General view of the WOR



Miss Harter and Miss Wittman, CR clerks



Law McKay helps an airman to sign in

# W O

Have you recently arrived at the Wing? Will you be leaving in the next few months? Are you going on leave? Have you changed your address? Had an addition to your family? If your answer is "Yes" to these and scores of other such questions then you will have had dealings with the Wing Orderly Room, — the administrative hub of the Wing.

A Wing of this size requires a terrific amount of administration — both internal (personal records etc) and external (mail, movements etc) — and all this is accomplished by the WOR.

The OC of the WOR is the Personnel Administration Officer (PAO) whose job is to ensure that the WOR functions efficiently and to tackle the more difficult jobs personally.

The work of the orderly room can be divided into the following:

- Processing of mail
- Records
- DRO's
- Movements

We'll have a look at each in turn.

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# R

## Processing of Mail

One section of the WOR deals with mail only and is called the Central Registry. First there is internal mail to be dealt with. Memos and minutes are written by one section to another requesting information, action, etc, and the Central Registry acts as a local post office, — receiving the pieces of paper and sorting them into the various pigeon-holes set aside for each section, ready for pick-up by the section runner. This must be done without delay otherwise waste of time occurs. Then, more complicated, is the external mail, — incoming and outgoing. Incoming mail is received, recorded, opened and given a file number and transit slip so that track can be kept of its whereabouts. It must then be passed to the sections who should deal with the problem or are directly interested in it. This requires a widespread knowledge on the part of CR personnel of the big and small jobs that are the responsibility of each section. When all action has been completed the letter (or memo if internal mail) is PA'd (put away) and has to be placed on the



Miss Wittman, CR clerk sorts mail

appropriate file in case of future reference. Sometimes action cannot be completed for some time because of unavailability of information or personnel. For example a letter may have been received from a company concerning unpaid debts by an airman. The letter is passed to the section OC but he is unable to interview the airman for some time because he has just



S/L Mayo, WO 2 Campell and Sgt Brownell resolve a problem with the help of AFAOs.



Sgt Willie, NCO 1/c S&CR conducts business from inside his "cage"

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gone on a month's leave, or he has gone on course. In that case he usually asks CR to BF it (Bring Forward) for the date the airman will be available for interview. CR has a card index so that correspondence BF'd for a particular date will be returned to the section by that time.

Outgoing mail has to be checked, weighed, stamped if necessary, and taken to the Post Office. Approx \$ 200 a fortnight is spent on mail.

A branch of CR is the S & CR where all classified mail is dealt with. You may have noticed a "cage" in one corner of the WOR. The inmate is not doing time there, but working in surroundings which restrict access by unauthorized personnel. For instance the letter on debt mentioned above is normally classified "CONFIDENTIAL" and all correspondence would go through S & CR.

Eventually so much PA'd correspondence piles up on the files that something has to be done, — either move to a building the size of the Pentagon or destroy correspondence that will not be required again. The latter is the simplest method and section heads are requested to go through files which concern them and indicate unwanted correspondence. This is then destroyed by fire.

### RECORDS

Records are an extremely important part of Air Force Administration. Accurate account must be kept of your length of service, seniority in rank, courses you have been on, whether you are married, number of children in your family etc, because they affect such things as your pay, eligibility for promotion, type of work you should be employed on, eligibility for PMQ, etc. With the number of personnel on this station the amount of transcribing that must be done, — and done accurately, — is quite large.

Some of the information to be recorded is received through service channels, — e. g. pass or fail on course. Other important information such as address must be supplied by the person concerned. Failure to do this can cause a great deal of trouble to the Air Force and the person.

The Records clerks on this Wing are Cpl Gibson and LAW McKay.

### DRO's

Organizations of any appreciable size require an information sheet to inform personnel of new rules and regulations, events of interest, duties that may have to be performed, etc. The

RCAF is no exception to this and each station or Wing publishes Daily Routine Orders which all personnel are required to read. DRO's are published in two parts — Part I which contains general notices, e. g. duty personnel, — and Part II which records items concerning individual personnel, — TD, transfer, movement into PMQ's etc. It is from Part II of DRO's that Records are kept up-to-date, because publishing in DRO's makes them official.

The typist who compiles DRO's from notices approved by the PAdO is: Mrs. MacDonald. The PAdO has to sign DRO's before they can be published.

### Movements

Wing movements is responsible for all personnel movements eastbound, westbound, and local temporary duty. The job is more complicated than back home because of the more varied transport used, requirement to cross frontiers, etc. When a booking is received for an officer or airman due for repatriation, a card is raised, showing all pertinent details for boat accommodation, travelling entitlements for claim purposes, customs forms issued, expiry date of wife's passport etc. Personnel are advised through DRO's of their sailing date and the name of their boat and are requested to report to Wing Movements to commence documentation. Here the fun begins; you have never seen so many forms that must be completed and you begin to wish that you had taken that extension when you had the chance. Actually, everything is made quite simple for you. All you have to do is follow the sample and instruction sheets provided. The main purpose of westbound movements is to ensure that you get back to Canada without encountering any difficulties through customs with your car and all those articles you have purchased while overseas.

If you have arrived overseas unaccompanied, the movements section will arrange to have your dependents brought over as soon as you have found suitable accommodation. If your family is at a Selected Place of Residence in the UK and you wish to have them brought over once you have acquired accommodation, contact Movements and authority will be requested and reservation made for airlift.

Besides looking after your transportation problems, your Wing Movements is also responsible for raising and processing claims for all moves. If you require a claim for rent liability, leave transportation allowance, medical or dental treatment while on leave or a claim for any other reason for which you consider you are entitled to claim, once again your Movements Section will look after your needs.



*Law Robinson, CR clerk checks the files are up-to-date*



*Claims and Movements clerk Cpl Trudelle checks routes through France on a wall map*



Cub Master Lambert introducing Cubs to Scout Master Dusablon before Going Up Ceremony. Left to right Harvey Wregget, Richard Alp, Brian Dodsworth, Donald Yager, Robert Fulton, Richard James, Kendal Gibson, Michael McElroy, Buster Case, Philip Paterson, Cub Master T. Lambert and Scout Master J. Dusablon



Scouter Dusablon investing Kendal Gibson and Michael McElroy into the Scout Troop with. Left to right P. L. Pete Williams, Kendal Gibson, Michael McElroy, P. L. Jack Linklater and Scouter Dusablon

## Boy Scouts

by R. L. MacDonald  
AS Lambert

Scouting and Cubbing commenced with a sonic boom after the summer's vacation. Although school had been abandoned last June for the summer holidays, Scouting and Cubbing continued on until after the Scout and Cub camps ceased in July. The camping this summer was a great success for all Cub Packs and Scout Troops.

The Scout troops held their camp at Luxemburg and the Cubs held theirs at Froilsheim Germany. The Scout Troops which consist of No. 1 and 2 Troops were able to attend their camp at the same time whilst the Cubs consisting of three Packs had to attend their camp at separate times.

### Scouting

The Scout camp lasted for a period of two weeks. This was useful to both troops as it gave the Scouts an excellent example of just what Scouting is, as well as helping them in passing a few of their proficiency badges whereas they would not be able to do so here at 4(F) Wing. Also it gives them a great opportunity to meet more Scouts and Guides from other countries as at Luxemburg, where the scouts were invited by Belgian Girl Guides to participate in their campfire. The evening was such a success the Boy Scouts of 4(F) Wing returned the invitation to have the Guides see just how a Canadian Scout Campfire is conducted. (But I hear through the grape vine that the Scouts were very shy and speechless while the Girl Guides were around.)

After the Scout camp had ceased it gave the Scouts the rest of the summer to become civilized again and begin planning Scouting for the following season which led into a very successful evening of a Going-Up Ceremony from Cubs to Scouts.

### Cubbing

#### T-Bird Pack

We are very sorry this year to have lost one of our most prominent Scouters and a former Cub Master of T-Bird Pack; however, what is our loss is a gain to another Cub Pack, so "Good-Luck" to you Scouter Wilson and may you have Good Hunting while in the wilderness of Bagotville Quebec.

We of T-Bird Pack were very fortunate to have a visitor to our Pack who was of immense help to the Cubs. We all are very sorry to lose her after such a short stay but we all under-

stand that she has a Cub Pack of her own in Toronto. So we give our thanks to you, Mary Kurby, for giving your free time while on holiday in Germany.

T-Bird Pack has had many promotions since Cubbing started this year. The following Cubs who were promoted are congratulated.

#### To Sixer

Pat Hayes  
Nigel Markham

#### To Second

Bruce Arnott  
Malcolm McGillivray  
Ross Webley  
Martin Thomson

Once again the Cub Master of T-Bird Pack wishes to congratulate the following who have advanced from Cubbing to Scouting in Numbers One and Two Troops.

#### No 1 Troop

Bobby Hayes	Sixer	2 Star	With all badges (13)
Russel Stuart	Sixer	2 Star	
Doug Polley	Second	2 Star	
Ivan Porelle	Second	2 Star	

#### No 2 Troop

Phillip Patterson	Second	2 Star
Michael McElroy	Second	2 Star
Kendall Gibson		2 Star

Buster Case — Unfortunately Buster did not have too long in Cubbing.

#### Canuck Pack

After a late start due to detachments, Canuck Pack was able to begin their cubbing in early October. With a shoal of new chums working hard to be invested Canuck Pack has as many boys working hard getting ready for their Going Up Ceremony to be held on the second Tue of November. So good luck to all.

Canuck Pack's last meeting was a Hallowe'en party that was very successful. The evening was adjourned with a Trick or Treat session of cokes and candies.

#### General News

A word of thanks is forwarded to Dr. Copeland who instructed and passed the scouts on their test for their Ambulance-Man Badge for the Queen's Scouts.

Scouter Dusablon has received an invitation for all Scouters, Scouts, Guides and their parents to attend a get together between French, German, American and Canadian Scouts on the 12 December 1959 at Rastatt Germany.

# Sports and RECREATION

## The Wing Golf Championship

This affair, originally scheduled for September and postponed because of service commitments was held at Heidelberg on Oct 6. Despite the absence of all the 419 Squadron golfers, 34 people turned out for it and a bang-up affair it was.

The members taking part and the excellent results in the Air Division tournament indicate a resurgence of interest in this very fine activity here at 4 (F) Wing.

The tournament was organized by the Club Committee - S/L Mayo, F/O Baker, WO Ing and recreation staff member Cpl Lavin. Four flights were produced and top prizes were awarded both with and without handicaps.

In all, 15 people won prizes all of which were contributed by the club members. As a model of self-sufficiency the Golf Club take top honours.

The prizes were presented by the Commanding Officer, who was also a competitor and recipients were:

Low Gross	Lac Paquette	83
Low Net	W/C Hale	68

### Gold Flight

S/L Garry 76 F/L MacKenzie 77 Sgt Popowich 79

### Silver Flight

Cpl Webley 69 Cpl Allen 74 Sgt Vanier 79

### Bronze Flight

Maj Taylor 70 Cpl Sitter 73 G/C McNair 74

### Brass Flight

Cpl McNight 71 F/O Baker 75 Spl Mooney 79

### Honest Golfer

Mr Hunt

This closed out one of the most successful seasons in golf ever experienced at 4 (F) Wing, according to those who have

been here for a few years. The committee are not satisfied with these accomplishments but are pushing ahead for next season with plans for improving the driving range, adding a putting green and a pitch-'n-put hole and also a small course in the far reaches of the station, consisting of 5 or 6 holes. Probably the biggest boon to our regular golfers will be the attainment of full club privileges at Heidelberg for next year. Anyone interested in helping with these projects or golf in any way should give one of the executive a call:

S/L Mayo 50, F/O Baker 270, F/O Cratchley 118  
Cpl Webley 145, Cpl McFayden 15.

## Flag Football

In keeping with Canadian traditions the fall months were devoted to football. Not the big game to be sure but a very interesting 9 man game with many of the skills and certainly all the thrills. While we amended the rules provided by the AF publication the game was generally based on the substitution of flag-removing in place of tackling. Aside from this and the lack of equipment there is little difference between the two games.

Flag football replaced touch football last year and interest at the beginning of the season was lacking but when word got around about games, more and more people turned out to watch the games until the players couldn't get on and off the field because of spectators. This year saw the interest take up where it left off last year and continue to grow and grow.

Six teams entered the league again this year with last year's Champions, 422 Squadron, favoured to repeat. The absence of 419 Squadron was expected to weaken the league but this was not the case. A reorganized HQ team, a powerful Wing Maintenance squad and the ever unpredictable 444 Sqn team combined to make it a very tight league.



### Golf Champion

W/C Hale receiving the Low Net Trophy in the 4 (F) Wing Golf Championship, G/C McNair presenting.

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Last year's Champions, — 422 Squadron started off with a power-house that looked to make all predictions about a weak league come true as they won their first games 26-0, 51-0, and 90-0. They met defeat for the first time in two years in a bone-crushing fight with HQ by 5-2 with no touchdowns scored by either team. From then on the scores were never more than 3 touchdowns apart.

The teams played a ten game schedule with the squadrons doubling up by playing 5 each. Wing Maintenance, HQ, 422 and 444 squadrons made the finals.

Wing Maintenance and Headquarters matched strength in a bruising 2 game series, the first game going to W/Maint 6-3, the second and the series to Headquarters 10-0.

The squadrons met in a single game which saw a 0-0 first half and 422 on top at the final whistle 14-0.

The finals, two game series immediately following the semi-finals, saw a tired Headquarters team downed 13-7 and 2-1 to give 422 squadron their second championship in two years.

The plans for next year are already in the making and an 8 Team league is expected to play 14 games in a two and a half month period.

## Tennis

This month sees the end of summer activities and the commencement of the winter program. Finalized in the month of October were the Air Division competitions in Swimming and Tennis and our own Intersection Flag Football League.

Probably the most spectacular feat of this year for 4 (F) Wing was the resounding triumph in tennis. This activity, at the Air Division Competition level, has been dormant for two years and largely through the efforts of the 4 (F) Wing Tennis Club, it has been reactivated.

At the Recreation Officers' Conference in September a new ruling was brought down concerning inactive competitions which allowed interested units to challenge the cup holders. We immediately challenged in tennis and a tournament was scheduled at 2 (F) Wing on 17-18 Oct. Due to lack of accommodation it was shifted to 4 (F) Wing and a very successful tournament was concluded when G/C McNair presented 5 trophies to members of 4 (F) Wing and one to 1 (F) Wing.

The 4 (F) Wing team consisted of:

Captain (non-playing)	Sgt G Brisebois
Men's Single	F/O W Thomas
	FS A Fairhead

Men's Doubles	F/O S Morin / F/O W. Thomas
	Lac E Young / Sgt C. Johnston
Mixed Doubles	FS & Mrs Fairhead
	F/O Morin & F/O A Belanger
Ladies' Doubles	Mrs Brisebois / Mrs Steen
	Mrs Vanier / Mrs McElroy
Ladies' Singles	Mrs B Fairhead
	F/O A Belanger

The excellence of the tennis played in this tournament augurs well for the future of tennis in Air Division. The success of the 4 (F) Wing team indicates the practice and effort put out by these people throughout a very enjoyable season.

In the men's singles Bill Thomas survived a marathon with Le Ferte of 1 (F) Wing, a stroking duel with McNaught of 2 (F) Wing, and out-lasted Middleton of Air Division 3-6 : 6-4 : 6-4 to win the singles crown.

Bill teamed with squadron mate Serge Morin in the men's doubles and both played outstanding tennis to take three matches in straight sets. The finals saw them pitted against La Ferte and Albota of 1 (F) Wing whom they defeated 6-4 : 6-3. The score was no indication of the play as there were many thrilling rallies and most of the games went to deuce at least once.

In the mixed doubles FS Fairhead and Mrs Fairhead out-classed all opponents as they dropped FS Albota and Cpl McCordick of 1 (F) Wing 6-3 : 6-4 in the finals. This doubles team of ours never played better tennis as the team work was superb, even surprising the Fairheads who, throughout the season, have not played their best tennis as partners.

The ladies' singles saw Mrs Fairhead down a very strong Miss Lee from 1 (F) Wing in the semi-finals only to meet our own F/O Anna-Marie Belanger to make it an all 4 (F) Wing final. These two had met in previous competitions throughout the season and although Mrs Fairhead demonstrated her superiority it was only after a grim struggle in the second set. The scores were 6-3 : 6-5.

Ladies' Doubles went to the 1 (F) Wing team of Miss Lee and Cpl McCordick who out classed both of our entries to take the finals from Mrs Vanier and Mrs McElroy 6-1 : 6-0.

The Saturday evening saw all the competitors gathered in the Mixed Lounge for a small cocktail affair and Sunday afternoon the Commanding Officer presented the trophies to the winners. Sgt Brisebois, non-playing captain of the 4 (F) Wing team accepted the team trophy which 4 (F) Wing won with 13 points, 1 (F) Wing followed with 5, 2 (F) Wing with 3 and Air Division with 2.

Congratulations to the 4 (F) Wing Tennis Team.

### The Air Division Tennis Champions 1959

The 4 (F) Wing team with the Commanding Officer G/C McNair.

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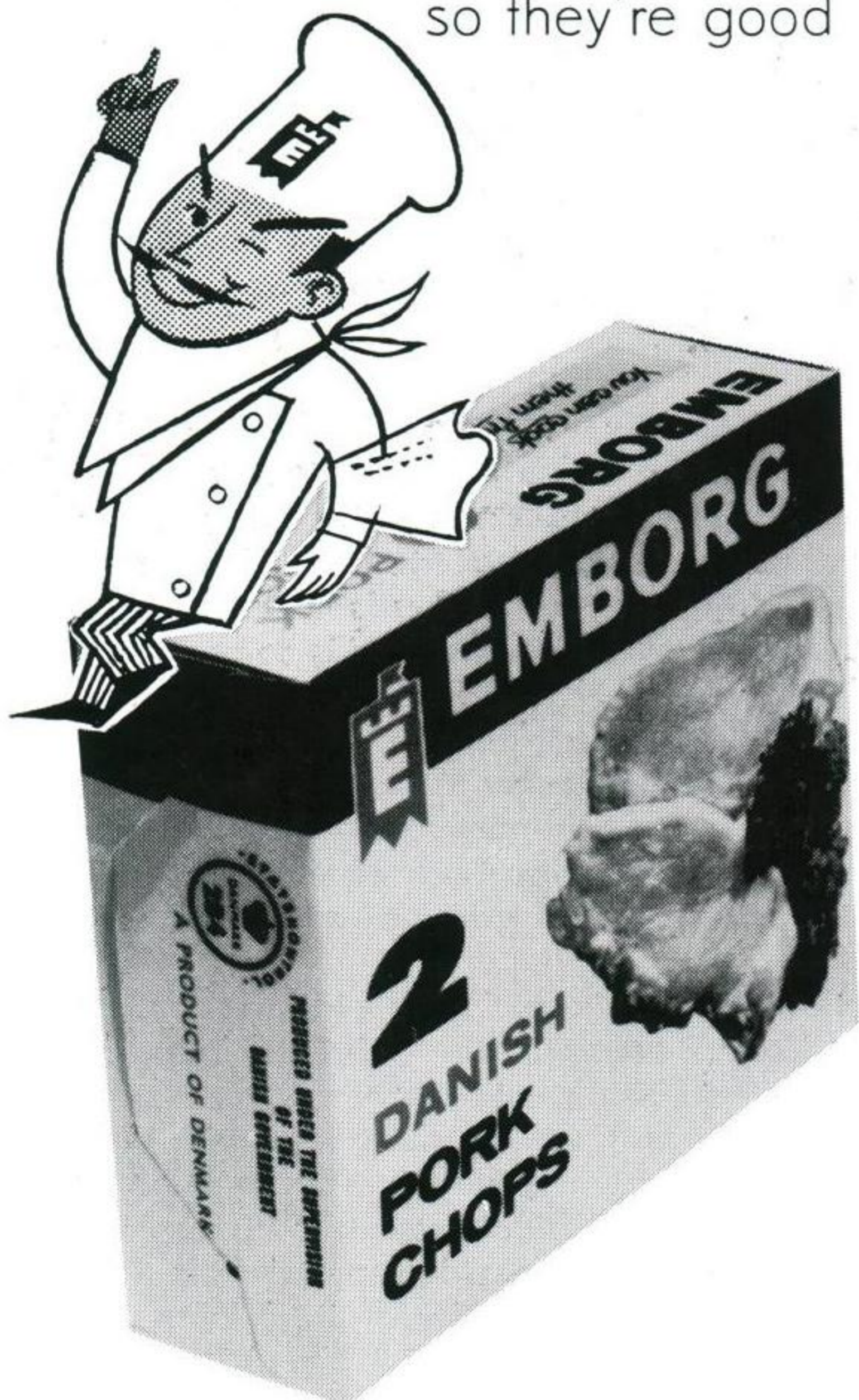
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## Air Division Truck Roadeo

The annual Air Division Safe and Skilled Driving Competition took place on the 19th and 20th of October here at 4 (F) Wing. In all, 16 contestants competed. The drivers taking part in the two day competition were:

- 1 (F) Wing — Cpl R. J. Wright  
Lac JSW McBride  
Lac G Elliot
- 2 (F) Wing — Cpl SF Crooks  
Cpl JH Gallant  
Lac JS Sabine
- 3 (F) Wing — Cpl CB Shaw  
Lac WL Bertrand  
Lac AL Kellogg
- 4 (F) Wing — Cpl AW Smith  
Lac JV Fitzgerald  
Lac HL Herrington
- 30 AMB — Cpl DW Campbell  
Langar — Lac CD Taylor  
SU Metz — Lac WM Eubank  
Lac WW Pond

In attendance was Cpl ER Hanney from 3 (F) Wing who was last year's Air Division winner. He also placed first in the RCAF Interprovincial Roadeo and second in the National Armed Forces Roadeo in Toronto. Cpl. Hanney will be proceeding to Canada with the finalists of this year's competition to defend his title at the Inter-provincial Roadeo.

The competition got under way early on the morning of the 19th October starting with each contestant drawing a number from the hat to determine his driving position in the roadeo. The competition was divided into two parts and was composed of a total of 12 tests. Part 1 consisted of tests 1 - 6 inclusive, which were designed to test a driver's capabilities and his driving and technical knowledge. This included appearance and personality, rules of the road, safe driving practices, Canada's trucking industry, practical first aid, fire fighting techniques in the event of a vehicle fire and ability to perform an inspection and locate defects in a vehicle. Part 2 consisted of a field course and was made up of tests 7 - 12 inclusive, designed to test a driver's skill and ability in manoeuvring a 3 ton truck through a well-planned obstacle course, smoothly and in a limited amount of time. The course demanded a very high degree of accuracy in judging distances, and in knowing where the front bumper, tailgate, wheels and the corners of the truck body were at all times. Some obstacles had a minimum tolerance and a quarter of an inch meant the difference between a hit or a miss, success or failure.

Part 1 of the competition was completed late in the afternoon of the 19th of October, and it was planned that Part 2 would get underway early on the morning of the 20th of October. However, the weatherman was far from co-operative, and during the morning delivered several inches of moisture on activities. Thus the driving phase of the roadeo was held up pending the expected mid-morning clearing predicted by the Met Section. Nevertheless, shortly after 13:00 hrs, still raining, the first contestant mounted the truck behind the starting line ready to make his run. The judges and officials donned sou'westers and raincoats and took their places at the various problems and the roadeo was under way.

As each contestant mounted the truck to make his run, a good deal of anticipation and excitement was experienced by his unit supporters. The score board indicated an extremely close contest and the winner was in doubt until the very last run. However, when the score sheets were tallied up, the top three place winners were: 1st — Lac Clifford Taylor, 30 AMB, Langar; 2nd and 3rd place winners were Cpl Cecil Shaw, 3 (F) Wing, and Cpl David Campbell, 30 AMB, Langar. Lac Taylor scored 363 points out of a possible 400 and at the end of the regular competition Cpl Shaw and Cpl Campbell were

tied with 353 points each. To break the tie the latter two contestants made a re-run of the driving course. This resulted in Cpl Shaw becoming the 2nd place winner by beating his opponent, Cpl Campbell, by 2 points.

In addition to the foregoing and perhaps the most significant safety factor are the eligibility rules for entering a safe and skilled driving contest. A contestant must have an accident-free record for a period of one year, which includes operation of private vehicles as well as Service vehicles. A notable task, when one considers the variety of driving conditions that MSE operators are subjected to daily here in Europe. Contestants must, prior to participating in a contest, furnish the Roadeo co-ordinator with a qualification certificate signed by his Commanding Officer that he is qualified to compete in the roadeo competition.

On Tuesday evening, the 20 Oct, the traditional Roadeo banquet took place in the Airmen's Mess, consisting of a complete 4 course typical German meal. After dinner, the guest of honor G/C McNair, our Commanding Officer, ably assisted by our other honoured guests, G/C Murray, Commanding Officer of 30 AMB Langar, and F/L Stewart, SOMSE at No. 1 Air Division, and F/O Baker presented the skilful winners with prizes. Each of the winning contestants was given a suitcase which no doubt will be used for travelling to Canada to take part in the Inter-provincial competition which will be held in November. G/C McNair wished them all a successful journey with the hope that they will bring back to No. 1 Air Division the championship trophy.

After dinner, a "get to-gether" took place in the Mixed Lounge where refreshments were served. In the course of the evening, Lac Eubank, Support Unit Metz, Lac Sabine of 2 (F) Wing and Lac Bertrand of 3 (F) Wing decided to compose a song to express the boys' feelings during the competition. We thought that their efforts deserved to be published which is being done with the kind permission of the Editor-in-chief of the *Flienger* "Copyright not reserved". If you feel like singing, the song goes to the tune of "Battle of New Orleans".

"In 1959 we took a little trip,  
Around the Roadeo in a Dodge 56,  
We didn't take the luggage and didn't take the fame,  
The man that won the Roadeo, Taylor was his name.  
Chorus.

We drove our truck though the rain kept a-falling,  
It didn't rain as heavy as it did a while ago,  
We drove when the windshield wipers were foggy,  
We figured that we'd won, but boomed the Roadeo.

We started at the barrels and we backed the truck around,  
We must have hit the last one as it fell upon the ground.  
The major picked it up and stood it upright,  
Our eyes were misty and we felt far from bright.

We drove to the alley dock and had a look behind,  
We slammed into reverse and we heard the darn thing  
grind,

The offset alley is the thing we had to try,  
The judges watched closely as we drove the truck on by.

We came though the alley and steered for position,  
We went down the line and didn't touch a ball,  
We drove so fast as we went to parallel parking,  
We backed up the truck and forgot to blow the horn.

We lined up for the markers and hoped to make the line,  
The judges checked their watches and found us overtime,  
Swinden is an officer, he comes from AMB  
He is proud of his entries who finished one and three."

The judges for this competition were the MSEO's from all the Wings and their respective Safety supervisors. We wish to extend our thanks and appreciation to them for a job well done.

We must not overlook the Airmen's Mess staff, who under the guidance of FS Ingraham put up a superb dinner.

## Protestant Guild News

The enthusiasm that was shown at the first meeting of the Protestant Women's Guild has set the tone for the year's activities.

We welcome Padre Mould and Mrs. Mould. Those who heard Mrs. Mould speak at the September meeting will testify to her sincerity and inspirational qualities. She emphasized those things freely bestowed, which give true enjoyment and value to human life.



*The Hobby Cart*

A program committee has been added to our Executive and we would certainly like to use the talents of our willing members, so evident at Bazaar time, throughout the year. Since we are all more or less transient anything we can do to bring our members together in fellowship will fulfil the purpose of our group.

A newly formed visiting committee is doing enthusiastic and efficient visiting on the Economy and in the PMQ's.

In Europe we become Cathedral conscious, but let us become Chapel conscious and centre some time and thoughts on our house of God at 4 (F) Wing. The Christian religion is the only one that recognizes the equality of women so we have a responsibility. Christ said: "I am the vine, ye are the branches".

### The Hobby Cart

The Hobby Cart at the Hospital, sponsored by the Protestant Women's Guild continues as a worthwhile and interesting project.

The funds necessary to "start the cart" were raised from the Christmas Bazaar of 1958 and the cart was ready for service in February 1959.

Mrs. Cassidy, a trained occupational therapist, now returned to Canada, and Mrs. Kitchener have given valuable leadership in organizing and ordering suitable materials.

FS Sillen of the Hospital Staff, who is a qualified worker in this field is always willing to assist the Hobby Cart ladies and patients. The cart, which tours the ward at 2.30 each Monday and Thursday afternoons, guided by volunteer helpers, contains a large assortment of articles and crafts, — painting by numbers, wood carving, needle-work, model aircraft cards etc.

The splendid co-operation of the hospital staff has contributed to its success. Special tribute is paid to Matron Riley and the previous SMO Dr. Y.M. Carter.

This is a satisfying project from every standpoint, — social service, handicraft and visiting. Interested ladies are cordially invited to participate in this community service.



The "ASTRA" Cinema presents:

*"The Scapegoat"*

"The Scapegoat" is adapted from the international best-selling novel by Daphne Du Maurier. It deals with an Englishman who visits France and is tricked into masquerading as an unscrupulous French Count. Alec Guinness plays excellently the double role of the Englishman and the Count while Nicole Maurey, Irene Worth and Pamela Brown play the women who enter into his life. Also in the cast is Bette Davis.

NOVEMBER ATTRACTIONS

Sun. 15th. & Mon. 16th. "YESTERDAY'S ENEMY" starring Stanley Baker, Guy Rolfe and Leo McKern is a Mega-Scope, gripping and highly provocative war melodrama based on a play by Peter R. Newman. (A)

Tues. 17th. "THE INN OF THE SIXTH HAPPINESS" is a CinemaScope and Eastman Color biographical adventure melodrama starring Ingrid Bergman, Curd Jurgens and Robert Donat. Based on Alan Burgess's book it is about an English domestic who, between the two World Wars, dedicated her life to missionary work in China. (U)

Wed. 18th. & Thur. 19th. "BOBBIKINS" starring Max Bygraves, Shirley Jones and Steven Stocker is a domestic comedy embellished with songs, and presented in CinemaScope. A film suitable for the family. (U)

Fri. 20th. "20,000 LEAGUES UNDER THE SEA" with Kirk Douglas, James Mason and Paul Lukas in the star roles is one of Walt Disney's spellbinding classics in CinemaScope and Technicolor. A maritime melodrama brilliantly adapted from Jules Verne's masterpiece. (U)

Sat. 21st. Children's Matinee. "FIGHTING SULLIVANS" (War Drama plus "SINGING DOGS" (interest).

Sun. 22nd. & Mon. 23rd. "THE SCAPEGOAT" starring Alec Guinness, Nicole Maurey and Bette Davis is in Metro-Scope and is a bizarre charade, adapted from Daphne du Maurier's international best-seller. (A)

Tues. 24th. "MERRY ANDREW" starring Danny Kaye, Pier Angeli and Noel Purcell is a CinemaScope/Metrocolor romantic comedy with songs about an English public school master who eventually finds his true metier in the circus. (U)

Wed. 25th. & Thur. 26th. "RIDE A CROOKED TRAIL" starring Audie Murphy, Gia Scala and Walter Matthau is a CinemaScope and Eastman Color Western with a powerful story and a spectacular climax. (U)

Fri. 27th. "BEYOND THIS PLACE" stars Van Johnson, Vera Miles and Bernard Lee. A crime melodrama based on A. J. Cronin's best-seller it is about a young seaman who clears his father wrongly convicted of murder during World War II. (A)

Sat. 28th. Children's Matinee. "HIS BROTHER'S GHOST" starring Buster Crabbe plus "LUNCHEON AT TWELVE" (Charlie Chase Comedy).

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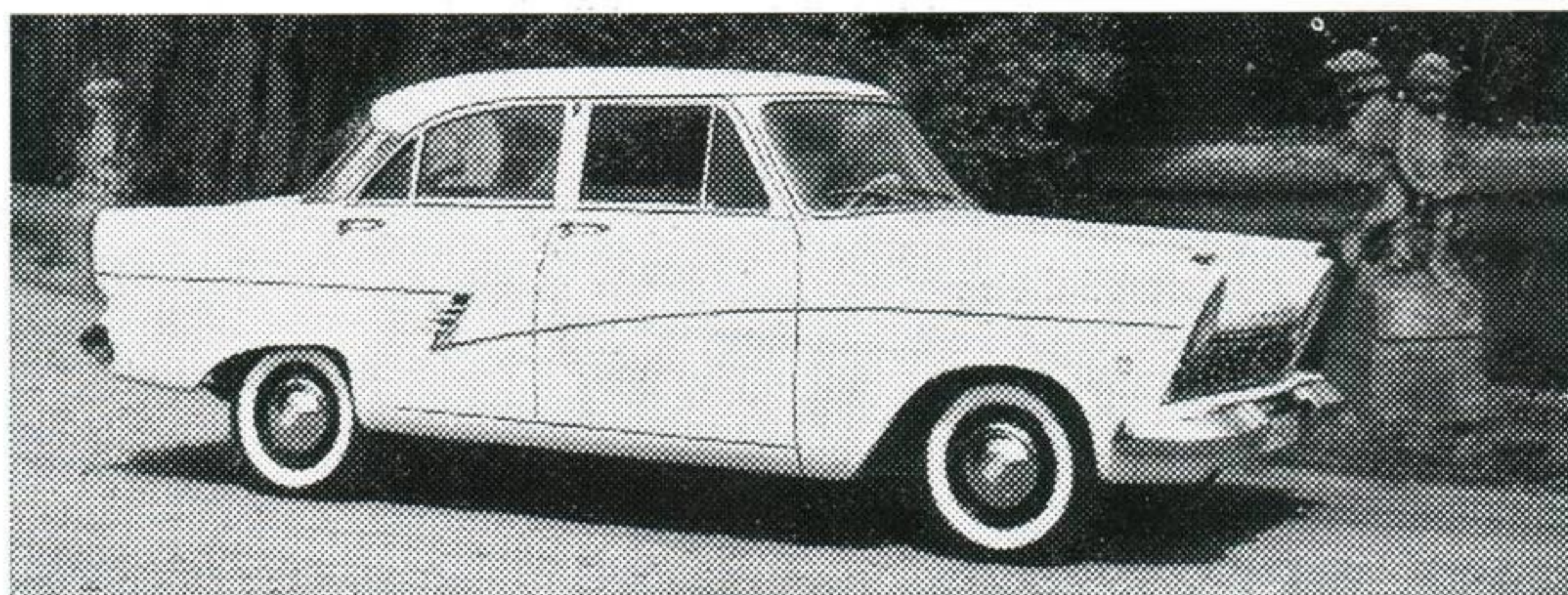
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*Photo: Windmill Theatre.*

## *Beth Davidson*

*18 year old Beth Davidson was brought up on a farm but has had anything but a farm girl's life. She has been a Bluebell girl at the Moulin Rouge in Paris and now appears at the Windmill Theatre, London.*

# How to Get A PMQ

by G. C. Trub

One of the greatest problems of personnel new to the Wing is to get a PMQ. I can understand that. I know it's nice to smell the fresh country air your landlord piles up in the yard outside your dining room door on the economy, and it's very stimulating to get back to nature for washing and toilet facilities. Even more entrancing is the delightful way you get up in the morning. None of this sweet music stuff from the modern radio-alarm but the reliable old-fashioned method of the cock crowing right in your ear at 4 A. M. Some people wonder why our personnel want to change this enchantment for a place in PMQs. Well, PMQs are more exciting. Better than the aroma of the honey wagons is the smell of ripening garbage many a wife puts outside her door to delight her neighbours and often you can be wakened in the early hours of the morning and indulge in an educated discussion with yourself on whether the neighbour above will make it up the stairs before someone steps on his hands.

So those of you who can't wait to get into PMQs, harken to my plans, and, if you like, try them yourself. I can assure you they're excellent schemes; there is only one snag at the moment, — they don't work. But that is a minor detail.

Plan A is to go to the Housing Office in your best suit and ask which PMQ you are allotted, — adding, as an afterthought "I suppose in my job there's a PMQ already allotted me". This immediately brings a look of deep respect from whoever is dealing with you. But then, being basically suspicious types they add "Are you one of the three Chiefs?" Your first reaction is to blurt out "Oh, are there two other flight sergeants here?" That, is an error because it shows ignorance of the Wing. There are at least two flight sergeants and five hundred other people who think they ought to be. Well, now you've put your foot in it, you might as well beat a strategic retreat such as looking at your watch and saying profoundly "Ah, it's 1959, my pension's due."

Another plan is to bounce cheerily in to the Housing Office and say "I have sixty points. — when do I move in?"

You will find your cheeriness very infectious and the atmosphere gets quite hilarious as the HAO laughs too. You may detect a slightly different note in the HAO's laugh, but what's a bit of mirth between friends? Later, very much later it'll seem, he'll say, "But we have you down for O points" Your cue then is to be very forgiving and say "Well, that's alright; O or 60 there's only a difference of six; can I move in this afternoon?" You may notice a certain grimness in his voice as he says "Where did you get 60 points?" If this happens, make for the door before you say, "The Traffic Board".

Another plan is to act as if you don't want a PMQ. With most things this means you're bound to get one. Walk into the Housing Office, curl your lip in disdain when the word PMQ is mentioned, and if possible shudder. If you're a rock 'n roll addict this latter movement should be very easy to perform. You're better off, too, if you're thin because a clanking of bones makes an excellent stereophonic shudder. As the HAO takes out his file, you say "I hope I haven't got to move into those terrible PMQs". It may happen that he'll

remove your name from the list, — so be prepared for the worst.

The last thing I tried was the tear-jerker stuff. The plan is to borrow a lot of kids and troop them all into the housing office. There's no trouble about getting kids. I rented the Nursery School for an hour. The first reaction of the HAO was to look completely aghast. I hoped for this, and expected him to hand me a set of PMQ keys right away. However, not so fast. First he spluttered "How come they're all the same age? How's your wife, poor soul?" Well, I saw my error but passed it over easily "Oh no", I said, "They're of different ages; they've been out of vitamin pills in the PX for a week and their growth is stunted". Unfortunately one of the kids then asked to leave the room. "Wait," I hissed. "What's that?" the HAO said. "Oh nothing", I replied, "just talking about their weight. But the kid couldn't hold it any longer, "I want my daddy" he bawled.

Well, I have no living accommodation problems now. I have a nice room, a built-in bar (it's made of steel) and the AFP look in my door specially every night to be sure I'm comfortable.

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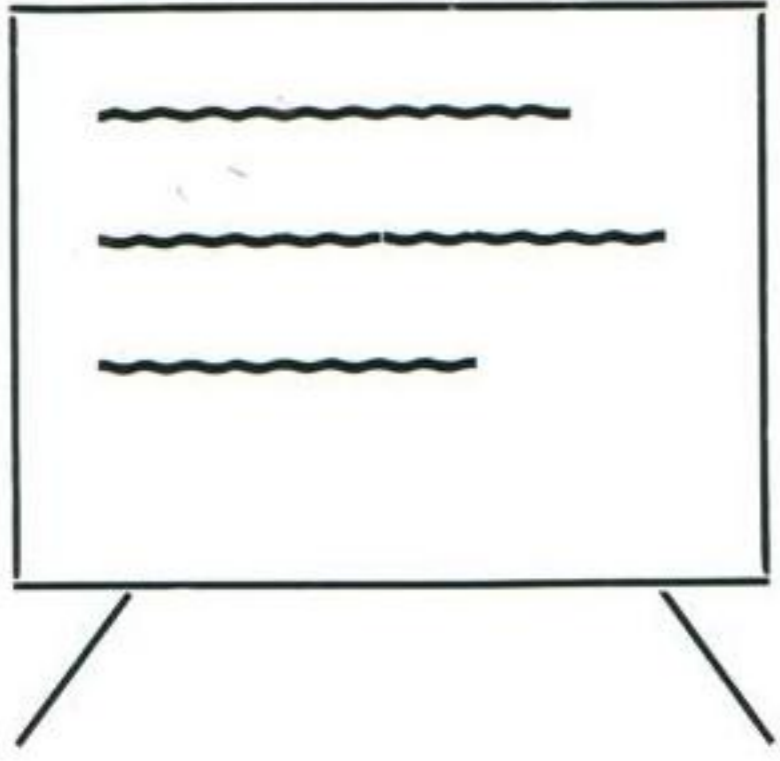
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## Rhine Valley Park School's Election Campaign

Rhine Valley Park School had its annual election for the Student's Council on October 2nd this year, under the supervision of Miss Buckles. Running for President were Judy Hale, Dick Munroe, and Carolyn Sabey. Dyann Simpson was unanimously acclaimed Vice-President. David Ing, Maureen Wregget, and Mary-Anne Yemchuk vied for the position of Secretary. For Treasurer the contest was Gail Keele versus Stephen Giles.

The first poster to go up in the school was: "Vote Dyann Simpson for Vice-President". Soon the hall walls and windows were redecorated with posters. In the gymnasium were gigantic ones exhorting the students to vote for Judy, Dick, David, Gail. — Propaganda dangled from the light fixtures, the stair railings, and the ceiling. One ingenious type of poster was made from individual letters, one to a step on the staircase, spelling out: "Mary-Anne for Secretary".

Along with the campaign speeches came some spectacular effects. Judy Hale's campaign manager, Warren Kane, whistled a signal after introducing her. Through the stage side-door paraded Nick Tuele, dressed like a page, and two girls carrying Judy's soap box. A shower of ballots marked "Judy"

fell from the ceiling at the end of her speech. Carolyn Sabey was loudly introduced by a group of cheerleaders. During Dick Munroe's speech, up bobbed an imitation clothesline bearing the inscription: "Vote Dick Munroe for President". A trio sang Mary-Anne Yemchuk's praises to the music of "Mary-Anne", as her introduction.

The campaign speeches were followed by a question period. It was interesting to note that, whenever Dick arose to reply to a question, up bobbed the clothesline. When the honesty of the would-be Treasurer was questioned, Gail Keele replied, "I've never been in jail!" while Stephen Giles became flustered and announced, "I've never been caught!"

Ten days elapsed between the beginning of nominations and the election. Our new Student's Council is formed by Dick Munroe as President, Dyann Simpson as Vice-President, Mary-Anne Yemchuk as Secretary, and Stephen Giles as Treasurer. We, the students, wish to thank Miss Buckles for her support during the campaign. This year promises to be both interesting and fun-filled as our Student's Council is showing promising signs of doing a good job.

Valerie Breathet



### Student Council

*L to R: Patsy Killens, Mike McGillivery, Dyanne Simpson, Don Smiley, Pete Williams, Steve Giles, May-Anne Yemchuk, Dick Munroe, Dick Malin, Phil Giles, Sharon Munroe, Maureen Wregget, Jim Fraser, Carol Simpson, Jim Jones.*

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# Touring our Flugplatz



419



SQN

by F/O Erik Neilson

October 9th saw the long awaited return of the squadron to 4 Wing, though sad to say, our stay will be all too short. With the last of the dirty laundry from 3 Wing scarcely off the clothesline, we are packing our bags once more, this time for the sunny climes of Sardinia (as the tourist folders would have us believe). With the luxury of a little home life to follow, like the carrot before the donkey's nose, everyone should come up with a top effort in this year's shoot. With the competition as keen as it is this year, nothing less will do, and should 419 succeed in bringing home the bacon, the post-shoot celebration should be one for the books. All navigators were heartened last month by the timely arrival of a good supply of CINE bags, something that should make for peace of mind & clean, dry hard hats for the coming campaign.

On the 3rd of October, the squadron commemorated the annual fishing derby in a visit to Munich & the Oktoberfest. This writer was unfortunate enough to miss the event, but all reports indicate that the Moosemen gave a fine demonstration of their capacity for a good time and a good brew, though we doubt there is any truth to the rumour that "Lowenbrau" stock jumped ten points following the trip. Much to the delight and edification of several thousand spectators, one senior officer who prefers to remain nameless was so overcome by the stirring strains of the brass band, that he sprang to the podium and proceeded to conduct in his own inimitable style.

In our last stag before the Sardinia junket, the squadron said its official farewell to three of its members, F/L Fred Nugent, F/O Ted Mills and F/O Les Dennis. With the departure of Fred and Ted, the ranks of the old guard who came over with the squadron from North Bay will become thin indeed. Fortunately we will have the benefit of their experience for a while yet as they will be with us till after the

trophy shoot at least. All three members were presented with mugs in addition to "scroles" captioning the high points of their achievements with the squadron, and it is hoped that some of these diplomas can be included in later columns as they made for hilarious reading. It is with some regret that we say good-bye to these men and their families, and it goes without saying that the very best wishes of the squadron accompany them in their future endeavours.

In a lighter vein, we would like to close by extending heartiest congratulations to Mr & Mrs Jack Parkinson & Mr & Mrs Dick McKean, both recently the proud parents of bouncing baby boys.

### F/O "Bill" Perry

A native of New Westminster, B.C., F/O Perry joined the airforce in the fall of 1957. He graduated from the pipeline via Penhold, MacDonald, Saskatoon and Cold Lake, arriving in 4 Wing in September of this year. While in training, Bill also sampled the rigours of our Canadian Arctic while attending winter bush & Arctic survival courses in Edmonton, and this has made him doubly appreciative of our tourist paradise by the Rhine.



F/O Perry



F/O Smith

### F/O "Ed" Smith

F/O Smith hails originally from Hamiota, Manitoba, though he now calls Macklin, Saskatchewan his home where he completed his high school. Ed joined the airforce in 1956 as an airframe technician with the Reserve Airforce after which he was enrolled in the Regular force in November, 1957. Prior to receiving his wings on February, 20th, 1959 at 2 AOS Winnipeg, he also took the Winter and Arctic Survival course as did his Pilot.

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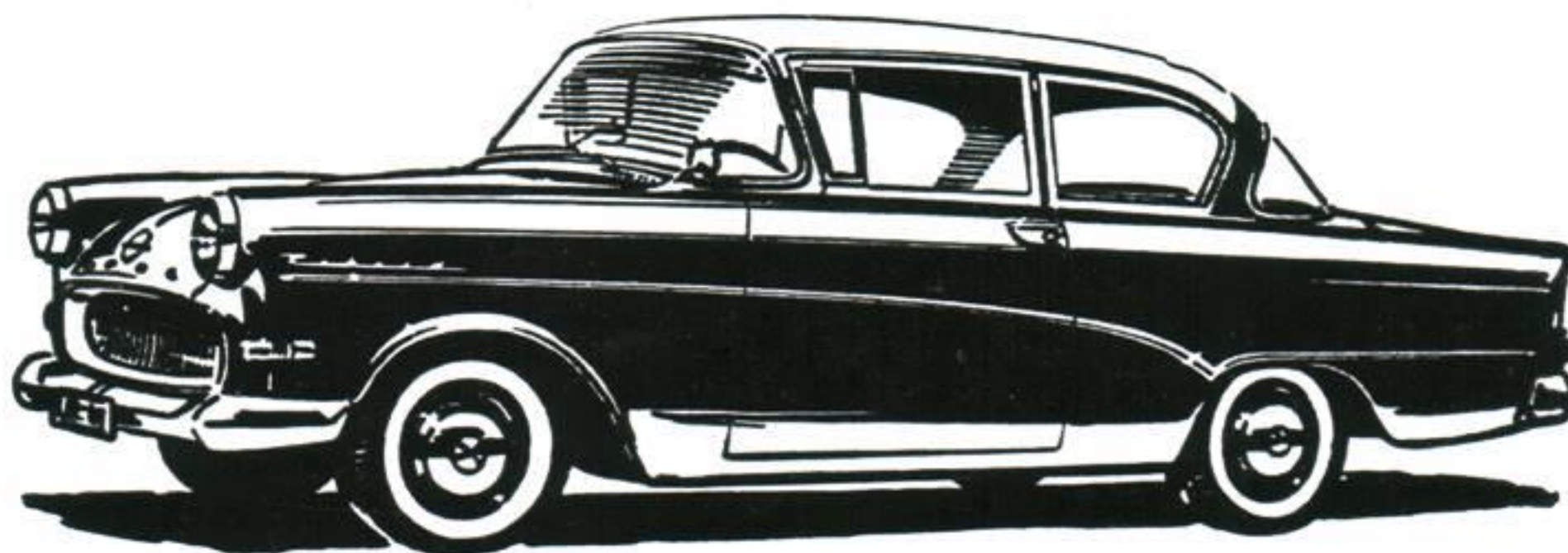
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422



Sqn

by F/O Luxton

Four=Two=Two Squadron has had anything but a quiet month. Honour was attained on the Flag Football field when 422 defeated Headquarters in the final. The two game total point series saw 422 triumphing over Headquarters 13=7 in the first game followed by a 2=1 score in favour of 422 in the final game. Final contest score was direct result of strong defensive playing by each team.

Within the confines of the 422 team there developed scoring races unequalled in previous annals of 422. The Zinkan=Thomas feud saw Bill edge Pete by 1 point scoring 50 points compared to 49. Pete is still arguing about a possible error in counting! The other race, not so prolific but nevertheless bitterly contested saw Danny Danford edge Nick Kunitski by a 1 point margin. The following is a rundown of the points scored by team members:

Thomas	8 Touchdowns	2 Rouges	50 points
Zinkan	8 Touchdowns	1 Convert	49 points
Fast	5 Touchdowns	1 Rouge 8 Converts	39 points
Hayes	5 Touchdowns	2 Converts	32 points
Howe	2 Touchdowns	1 Rouge 4 Converts	17 points
Fischer	1 Safety Touch		2 points
Danford	1 Convert		1 point
Luxton	1 Convert		1 point

C.B. Lang had his chance "BUT"! Season's totals showed 422 scoring 191 points compared to 33 against.

Further on the side of sports our congratulations go to the effort of the 4 Wing people who won the Air Division Tennis Championship. "Good Show" to 422 member F/O Bill Thomas who won the singles and also to F/O S. Morin who teamed with Bill to bring home the men's doubles. Here it's only fair to give B.J. a "Well Done" for his active participation in the events and we were well pleased indeed to see him cop first prize.

Welcome back to F/O's Bob Dunn and Speedy Fast from their course in Canada. How was Canada? Apparently somewhat expensive!

Another welcome goes to F/O IG Simpson, 422's new Armament Officer. He's never had it so good, — wait for Sardinia.

Two members of 422 received their checkouts as leads. To F/O's Pete Zinkan and Ken Pardy go our best wishes. "Hey, somebody want to fly as a two next trip?"

We've covered welcomes and congratulations and now for goodbye. 422 gathered at a squadron party to wish every success to F/L John Thomas who joined the squadron in November 56. He's now on his way to scanning skies at Sydney, Nova Scotia. We're sorry to see John go for he has certainly contributed a great deal to 422 as a Squadron Member and Flight Commander of "B" Flight. Also many are sorry to see him go as he represents a good number of invested dollars via the Knock routine. It wasn't that he is a good player but he sure was lucky. Seriously, John, all the best to you and your's in the future.

## F/O and MRS. G. M. Danford

On Saturday, 31st October, at 2:30 p. m., in the 4 (F) Wing Protestant Chapel, George Malcolm Danford took Marie Ann Patterson to be his wedded wife. It was the first wedding on the station of a 422 officer in over two years, and a very memorable occasion it was, for the assembled guests as well as the bride and groom.

Entering the chapel on the arm of F/L John Stelter, the bride was as lovely as a fairytale princess in her magnificently bouffant gown of Chantilly lace and net over taffeta. The bodice was studded with tiny seed pearls and rhinestones, matching the pearl and rhinestone coronet from which fell a fingertip veil. She wore pearl earrings and carried a bouquet of red roses.

As the bride's only attendant, bridesmatron Olga Howe was dressed in a beige-gold short gown with a bell skirt of corded silk topped with a satin short-sleeved bolero that buttoned down the back. She carried white and red roses a shade lighter than those of the bride, and wore a tiny matching bow hat.

Best man was F/O C. B. Lang and ushers were F/O's N. Kunitski and P. Zinkan. Officiating was F/L the Rev. L. W. Mould and organist was the Mrs. K. Last.

As the bride and groom left the church, they were met by a top-hatted usher (F/O Kunitski) who guided them beneath an umbrella to the groom's gaily decorated convertible which, for added interest and due to certain mechanical difficulties, was affixed to a conveyance very typical of this locality. As the newly-weds stepped aboard, a perfectly timed fly-past of four Sabre-jets in diamond formation soared over their heads. Pilots were F/O's Jerry Chalmers, Terry Kuch and Paul McLaren led by F/L Gordon McLeod. The animals drawing the bridal carriage (a pair of matched oxen) conducted themselves admirably under the able direction of driver F/O Ed Gagoscz, and the stately procession was heralded by much horn-blowing that terminated only on arrival at the Officer's Mess wherein the reception was held.



F/O and Mrs. Danford

After the toast to the bride made by F/O C. B. Lang, and the cutting of the cake, further nuptials were staged for the entertainment of the assembled guests by the S. M. U. In the process of this mock wedding, the "bride", F/O "Speedie" Fast and "groom", F/O Pete Zinkan, were wed by F/O Nick Kunitski, much to the consternation of „fraulein“, F/O Ed Gagoscz, who appeared on the cue, "If any man know just cause...". F/O Bill Thomas commentated throughout and doubtless F/O Paul Hayes was happy to get away with giving away the "bride".

Telegrams, both bona fide and inventive, were read by the best man, and the bouquet was caught by F/O Jerry Chalmers. The young couple telephoned their absent parents in Canada, and then embarked upon a honeymoon of a month's duration and unknown destination. With all of Europe to choose from we trust that they will have a wedding trip well worth remembering, and our sincere and heartfelt wishes for their happiness and good fortune go with them both now and throughout their journey through life together.

## Tomahawk Wives Talk

By Pamela McArthur

Although the big event this month was, of course, Marie and Danny's wedding, there were a couple of other occasions also on the agenda.

Instead of the usual coffee party, a Sherry Party for Mrs. Ruth Thomas was given by Mrs. May Stelter on the afternoon of Wednesday, 21st October. Although the guest of honour was delayed because of her daughter's illness, Ruth was presented on arrival with her farewell gift, an engraved silent butler. She is going to Sidney, N. S. and is looking forward to being back in Canada again, especially as the grandparents are happily anticipating the introduction of their new little granddaughter born in Germany.

During the Sherry Party, a "Newie" was presented to the group, Mrs. Lisa Simpson, newly-arrived wife of the 422 Armament Officer. Lisa is chic, petite, has been married for one year and is from Montreal. She is interested in learning more languages in addition to the French and English she already speaks fluently.

On Wednesday evening, 28th October a kitchen shower was given by Mrs. Olga Howe and Mrs. May Stelter at the latter's home, to honour Miss Marie Ann Patterson, soon to be Mrs. G. M. Danford. Marie had just come from her sister's wedding at home in Peterborough, Ontario, and was a house guest of Mrs Olga Howe until her own marriage. Gifts were presented to the bride-to-be in two decorated clothes baskets, and she was ensconced in a place of honour beneath a crepe paper "sun-shade" effect bower. A buffet supper followed the playing of charades and a song-naming competition. Ribbons from the gifts were tied together and strung out among guests with Mrs. Sue Jennings ending up as the "victim" you might say!

At this point we must add our regret that Sue recently spent a few days in hospital, but we're happy that recovery was so prompt. So ended October.

444



SQN

by F/O Rod Violette

October has come and gone and so has the Munchen October fest and the record for the amount of that famous beverage consumed has been broken again this year. From the condition of the boys when they returned a great deal of the credit can go to 444 and the rest of 4 (F) Wing personnel.

If the present trend continues this squadron is going to find itself completely void of experienced section heads. It seems that every month we are bidding farewell to one of our stalwarts and this month is no exception.

F/O Allingham arrived at the squadron in Nov 56 a single man and now after a few short years is returning home with a wife, a young tad and a Mercedes 220. We are sorry to see you go Sam, but quite certain that your new job will open up a whole new field of exhilarating (to say the least) experiences. In this field yours truly is speaking with the voice of experience. Best of Luck on the "yellow perils", Sam.



F/O Allingham



F/O "Scotty" Wrather

1000 hr sabre jockey's are few and far between these days but 444 has another to add to their roster. Congratulations, Scotty. Many more of them.

To those "sharpies" who caught yours truly welcome himself to the squadron, all I can say is somebody had to do it. I didn't want to get left out in the cold.

This month we would like to welcome F/O Gord James who comes to us via the pipeline. At least he is not in a position where he has to welcome himself.

This year 422 and 444 squadrons are combining into a single hockey team; wonder how it will work. To be sure we'll throw in the best we have and go down fighting.

Congratulations to 419 on their excellent showing at Sardinia. Well done chaps!

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## 444 Ground Crew

by LAC's Don Sinnema & Ches Hancock

Well, here we are once again with a few words of choice news and gossip from 444. Things have been fairly noisy around here with the big change over in dispersal due to the fact that we no longer own a barn. There are quite a few bugs to be ironed out in this new system of ours, but time will soon see everything stabilized. At this time we would like to welcome the Moose home from Sardinia and congratulate them on their fine work. Nice going CHAPS you sure ACED'em. First a few words from the technicians from the dispersal shack and then on to the laborers from servicing.

There are a few types around here who had a year and a half on course and still don't know how to mix cement. Lately I have noticed a few of the chosen ones trying their hand at carpentry. LAC's Burdette and Best seem to be doing okay at it though. They both used to make apple crates in the Okanogan Valley. LAC Jim Lloyd has finally got an ME 6 for a UNIMOG. That will sure be a big help to Sergeant Kennedy when his old wreck needs a push this winter. Yours Truly brought a radio into the Telecom section to have a fuse checked in January 58. I finally had it sent to Karlsruhe the other day to have it repaired. Sergeant Pridding's snag crew thought they were going to have a soft touch, but now it seems they end up doing half of Servicing's work too.

LAC Ron Honey is really happy now that he has his Canadian citizenship, but the thought of going OVERSEAS really disturbs him. Also while on the subject of Canada, LAC Harry Hearn is sure working hard for all that family allowance he is going to receive back home. Cpl Tom Lawson thinks that a COMPASS SWING should have two seats on it, now that LAC Shorty Turriff is working with him. LAC Leo "Sabu" Fortin's saying these days is: "Who's the fairest of them all"? We wonder what he means by that. LAC Guy Langlais has bought himself a new Brownie Camera. He figures on taking quite a few slides of these flame-outs, hero shots that is. Not too much news from the shack so on to Chester in Servicing.

Thanks, Don, and a hearty hello to all of those who are crazy enough to read our articles. MAD has nothing on it. First of all I want to say a great big thanks to Don old wrench, or is it O'Toole for doing this for me last month. Too bad you cannot be around to do it again Don. By the way, they say that old cars are pretty cheap in frog county.

Now I knew this guy one time who went to England for his leave and he never got any farther than the English Channel. He spent three whole weeks there taking pictures of the White Cliffs of Dover. Ask Cpl. Jim Baker about it. He is only too glad to tell you all about it. (In fact he even had the missus and the two kids there clicking away on cameras.) As a matter of fact he invited me out to see them, but I have only two years left.

I wonder what in the world was Sgt. Jones waving his little red flag in the Green Trees for a few nights back. Maybe he was celebrating because England has finally got rid of Ron Honey.

We have a new leader in B flight now in the person of Sgt. Porter. Welcome Sgt. but why did you have to bring Stolier with you?

It seems that Letarte, Chamberlain and Stolier got sick and tired of looking at old ruins in Italy. Or at least that is the general impression, because they passed the Leaning Tower of Pisa and did not even recognize it until three days later. Well, what can you expect from two French men and a Cape Breton Islander?

Ken Porter has finally found the job that suits him, because a bald head and a varnished desk go together. Or is it a bald desk and a varnished head?

Same as all young children we still cannot get Rex Young to dress warm when he goes out of doors.

Rod (the eight o'clock flamer) Allen is sure getting fussy. I suppose that is the reason that he will not let me play dolls.

In another few weeks a cowboy song and a shrill guitar will vanish from the Barracks, when Rex Young heads for Canada. Sorry to see you go Rex, but I guess the cry of Nova Scotia is calling you back, even if it is the cry for help.

I don't know if Sabourin has ever read "Aladdin and his Magic Lamp", but by the looks of things he is sure a Jeanie (Geni) fan. Will Ya . . . Never mind Sab, come what May.

Since Mitch got that ME 6 he should draw risk allowance from the way he is driving that Unimog.

What Cpl. cannot find his keys these nights and has to sleep in the car? Never mind, George, it could happen to anyone.

It is sure easy to find a chair in the tents these days since the Armourers moved out. But Sgt. did you have to take our clock.

That was quite the party the Cpls gave us a few weeks ago. Good thing we had some money or else we would have choked to death. Never mind boys, you can come to the next funeral the airmen have.

The single guys had a regular sewing circle a few nights ago, when word came down that props and flashes had to be sewn on rain coats. Some guys are still removing needles from their fingers. In fact Frank Gill had his flashes so low he could not find the room to put his props up.

I wonder why Cpl. Jones J.C.L.R. won't sit with the guys in the mess anymore? Maybe he prefers certain other company.

Hey, Walley, who was that certain W.D. who came in the mess a few days ago with her parachute pulled? On second thought maybe it was a new style. Both of us could be mistaken!

I reckon that this just about brings this little gossip page to a close. So until next month be good, and if you can't be good, take a trip to Roochie . . . . .

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## Mercedes Courses at 4 (F) Wing

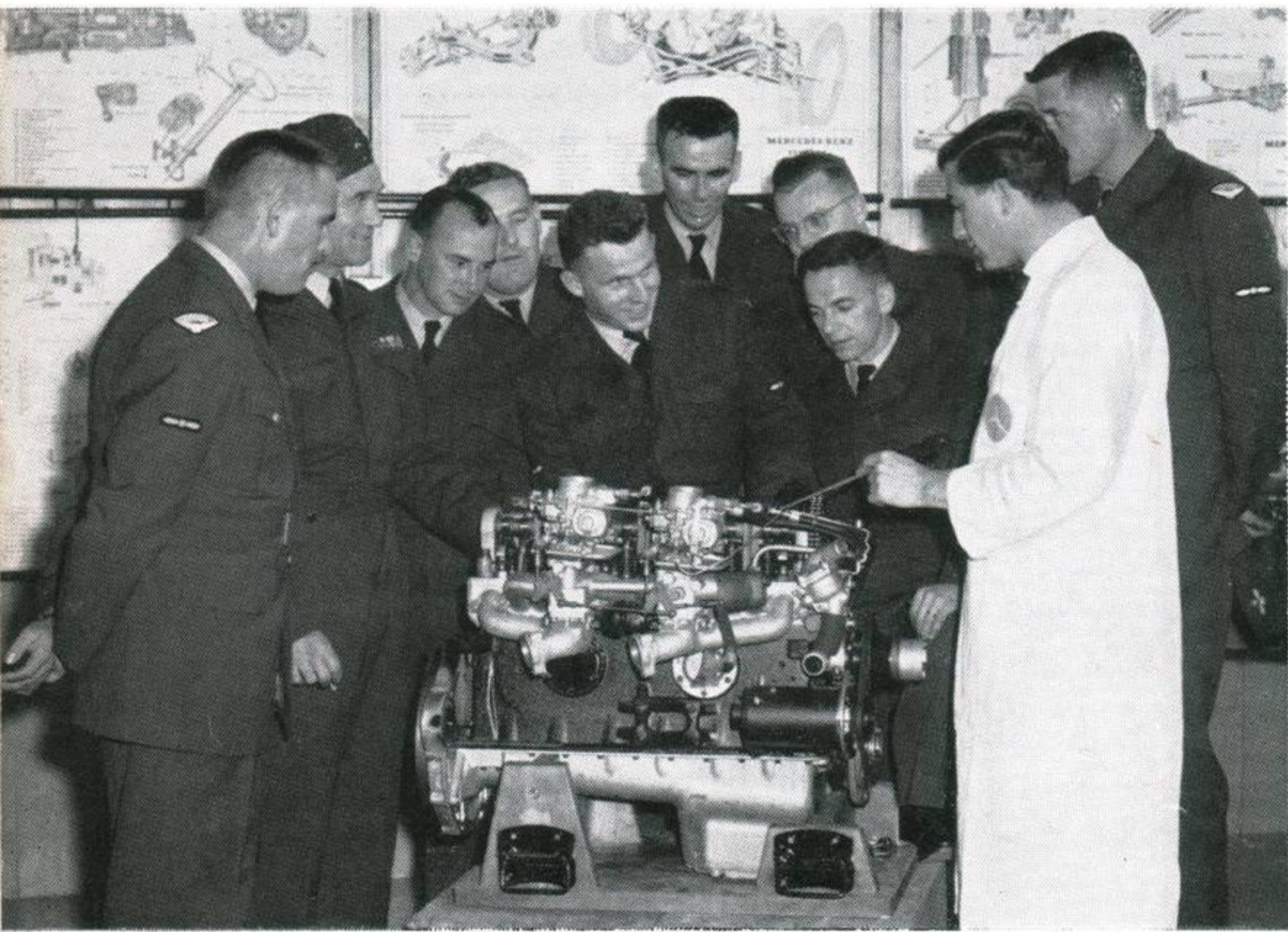
For some time the RCAF has been using a variety of Mercedes-Benz vehicles. These include Staff cars, 40 Passenger Buses, Stake Trucks and the familiar Unimogs. So a proper knowledge of these vehicles has become an absolute necessity. Therefore from the 5th October to the 16th October, 6 Mercedes-Benz engineers came to 4 (F) Wing and conducted courses of one week duration for MSE Techs from all Units within 1 Air Division. The object of these courses was to familiarize the RCAF mechanics with the operation and servicing of all types of Mercedes vehicles being used by the respective Units.

Short familiarization courses had been held approximately one year ago at the various Wings including Support Unit, Metz. These training courses will be a continuing commitment and will keep our RCAF mechanics up-to-date on all phases of servicing and repair of Mercedes products.

The Mercedes-Benz Mobile Training Groups visit all European countries at regular intervals. They are equipped with special vehicles which contain all the necessary demonstration models required to give up-to-the-minute instruction.

The instruction does not only cover theoretical training on engines and running gear, but also emphasises practical adjustments and servicing of the vehicles presently being operated by the RCAF.

In addition to the theoretical and practical phases of the courses, the students were shown films of the various well known races in which the "Silver Arrows" of Mercedes-Benz took part. Finally there was a conducted tour through the Mercedes Plant at Gaggenau. Here they were shown the assembling of the Unimog in particular, and also the assembling of the larger type vehicles produced by Mercedes-Benz.



## Supply Section

Here we are again with the latest gossip. First we welcome LAW Shufelt and LAC "Red" Hele; hope you enjoy your stay here. There are strange things happening around the Supply Section lately. They call it "Forward Supply". We issue anything to anyone and your name doesn't even have to appear in AFROs; anyone can sign for it. There's also the chance you'll get the material the same month you need it. There are even rumours that the material will be delivered to the user sections but is temporarily held up due to technical difficulty at the MSE Section. They have only four available drivers and can't release one without breaking up a bridge game. Bert King has been seen around the small tool lock-up lately; could be he's looking for a couple of files to make a pair of skates. He's also been drawing peculiar angles on pieces of plywood. Wouldn't be surprised if it turned out to be a hockey stick.

Sgt Ward, employed in the Supply Section for the past year as AID Inspector, has returned to a well earned rest in Wing Maint. He has been replaced by WO1 Fraser from 444 Sqn. Welcome to the Supply Section, Sir. Hope you enjoy your stay. Earl Moodie has just purchased a French sedan but they forgot to fasten the head lining over the back seat or perhaps they were planning a convertible.

If anyone has noticed a peculiar aroma around R and I in the past few weeks, it isn't the sewer, but the liniment Sgt Janosik has been using on his bruised muscles since the football season started. Rumour has it that next year the team will have a Liniment Bay as well as a Water Bay.

Al Porelle had a slight accident recently, said he hit a rabbit at 30 Km; but if the truth was known, it was probably 130 Km. A grill for an Opel doesn't cost much Al, or was that rabbit insured?

Jeannie seems happier the past few weeks. It could be the fog is back, reminding her of "Newfie". By the way Jeannie, would you let us in on the secret of your leave. You took nine days and spent all three weeks in England.

F/L Lemmex has been a big money winner on the German Lottery. He has won almost four marks. Keep trying Sir, better luck next time.

I hear some Sgt in Stock Control sleeps with his respirator in the bed-room. Could be he's expecting a gas attack.

Station Bingo has started again. I understand they have a limited amount of extra sturdy chairs for the heavier members of Stock Control. Be sure you get a reliable chair this year Ann.

---

Left: MSE personnel gather round a Mercedes engine during a classroom session.

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## Soellingen Sally Reports

by Laurie Morris

The atmosphere has been strange and mysterious during the month of October. We have tried to find the solution to the problem of so many airwomen (three to be exact) being transferred out of this Wing, — pride of the RCAF, — to different surroundings which include wine, bread, cheese, and manure piles on the front step. The only thing I can figure out of this is that one or more Frauleins went to their mothers and complained about the airwomen hitching up to so many airmen; then the mother trotted off to the Bürgermeister, who in turn wrote a brief to the Bundespräsident, who discussed this problem with his staff and investigated the number of airmen and airwomen weddings, finally came to the conclusion that this was a priority problem, and in a zoom was in his jet flying to Ottawa, where a conference was held between him and our Big Chief. The result of this discussion was the transfer out of the airwomen. This was not the case, of course, and we were pleased to learn that two of the transfers were cancelled and so Terry and Annette will remain with us. But to our sorrow and disappointment Blackie, by the time this magazine is out will be at our rival Wing, — 2 Wing! We bid farewell to "Schwartzzy" and we hope that she will soon return to visit us. LAW Chernishnuk (Betty) whom we welcomed in our last month's Flieger will be leaving in place of Annette. We are sorry to see her leave especially after we learned to pronounce her name.

Welcoming bells are ringing their loudest for LAW Shufelt who was the only airwoman out of a draft of 100 (well, perhaps I'm exaggerating, but what are a few white lies amongst friends?) Being a supply tech, she will be working in our modern, Paris-fashion-stocked, Supply Section. We all hope she will enjoy her stay here and join the crowd who will be playing Santa soon for the Orphans.

"The hand that rocks the cradle is the hand that rules the world." Congratulations to world-rulers-to-be Angel and Ken.

Here is a cover-up gossip column; most of the facts and gossips have been left out to avoid red faces and black clouds. First, I'm proud to announce that our best cook of the Lounge has finally found her dream man. Wedding bells will probably ring in Feb. Congratulations and all the good wishes that go with them, Terry and Bev, — we will see you in church. Make sure you're there, Bev! Something slipped my mind a few months ago. I saw a certain airwoman, by the name of Audrey and who works on the switchboard, limping along the road. I think she told me that she had dropped her iron on her foot, with the result that it had to be put into a cast. But this alibi, I'm sorry to say would not hold up in court. I feel very out of place in our barracks, it looks more like a married woman's laundry and get-together place than our sleeping and living quarters. We really don't mind your coming to visit us, and we hope you come more often. But you would be even more welcome if you put a few of our belongings in with your washing. This would increase your

task, true, because I'm afraid instead of a two hour wash it would stretch to a twenty-four hour job, but anything goes for friendship and this would be a great way to show that you appreciate our home. May has finally decided to part with her most cherished collection (antique plumbing). She investigated beforehand what the cost would be to transport this article to Canada and she found out that it was cheaper to buy a car and then take it home with her. I've been wondering lately when Lucie will bring her horse into our barracks; she has her riding stick on her dresser ready to go, but the horse is a few kilometres away. F/O Barraud do you think that Lucie and anyone else belonging to the riding club, could bring their horses into our quarters using the bath room as a stable and the bath for a drinking trough? Also, winter is coming along very swiftly and the nights are cold and lonely, and my poor little blue volks is freezing. Do you think it would also be possible for me to bring it in at night? The side door could be used, and then I could drive it into the trunk room. If these two requests are approved please notify us as soon as possible. By the way, Inkey, who's the handsome gentleman calling on you every evening for the past weeks? It must be love! Jackie, is that your ad that I saw in the German paper reading as follows "Housekeeping!" Young lady age 19 yrs old plus tax, — speak fairly well English, — would like occupation in a Canadian home, — children are not an obstacle, — would not mind baby-sitting a few nights, — boys age from 17 to 25 yrs old, — contact JMCD BB17B". Anyone interested in buying a car may contact a certain airwoman in BB17B; — reason: will be flying home in the very near future! Ida seems to be walking on a cloud, — it must be great to be married! What do you say there old girl, is it worth taking a chance? No comments from you, Mrs Addis! Gil, is Sputnik travelling to the moon again? I see you lately going to lunch alone, and you seem so sad. Oh well, soon the rocket will return. I wish to thank 444 Sqn for mentioning the airwomen in their column, nothing like keeping a column interesting. Is this a rumour or is it the real McCoy? The airwoman are challenging any team of 4(F) Wing for the first game of hockey of the season! Who will take us on? Would the Wing who so gangsterly **STOLE** our clock from the wall in the lounge please return by airmail immediately, or else!!

I'm keeping my fingers crossed that one of the girls from this Wing wins the "Miss Grey Cup" title. But I don't have to worry since our two contestants are also trying for Miss Schwarzwald Flieger!!!

I'm out of paper and my ribbon is now but a mere piece of rag, but before I leave I would like to welcome F/L Desnoyers to this Wing, and we hope to see her at some of our parties. Look on your notice everyone for the Big Dance to be held by the Airwomen of this Wing, date to be announced later. The money will go to our Orphanage Fund. A few last thoughts: how nice it would be if the airwomen of this Wing could have their own tables reserved in the Mess Hall for dinner; this is the only time we all get together to discuss and chatter about everything and nothing in general. (Would there be any chance of us getting this small request, F/L Desnoyers?)

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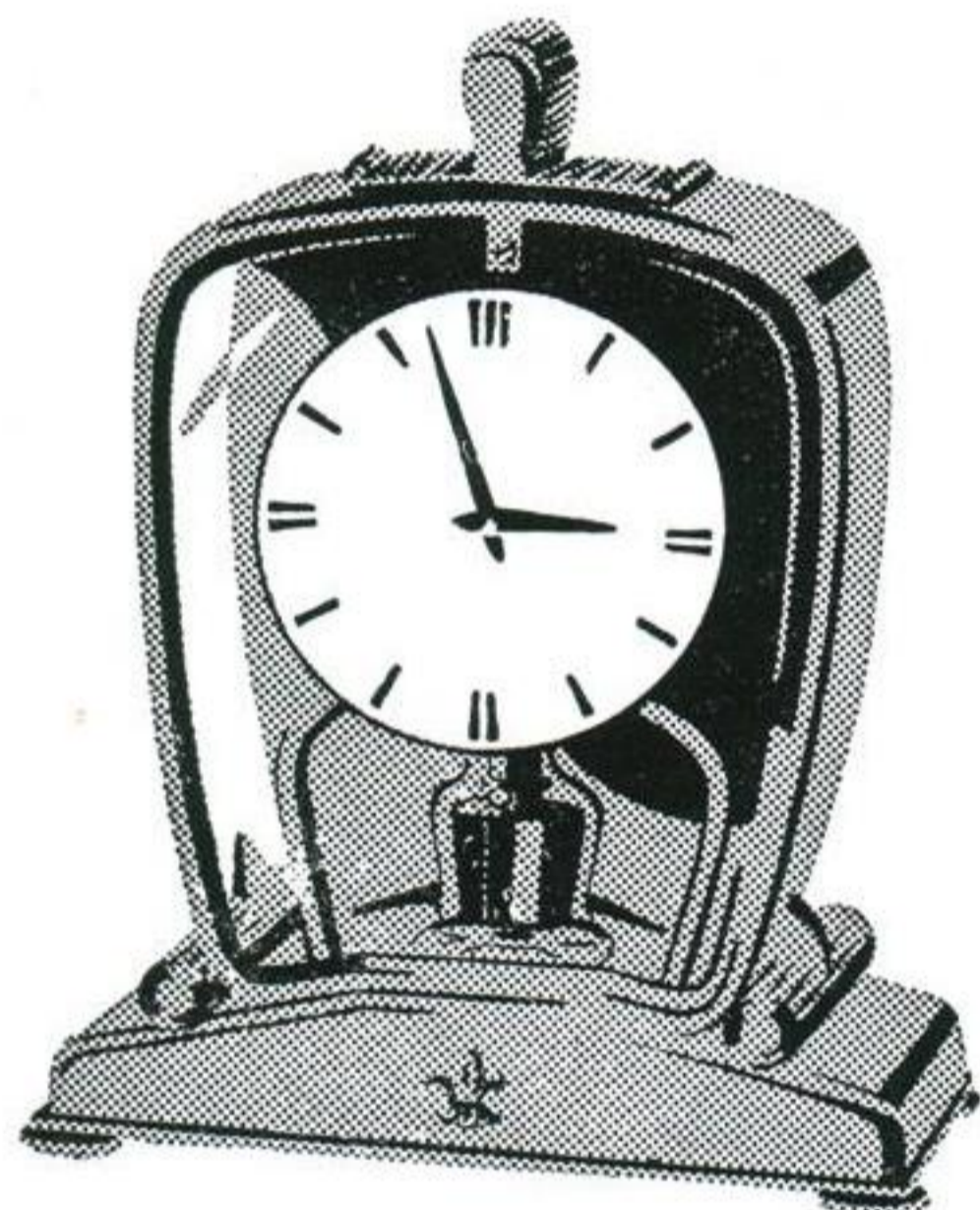
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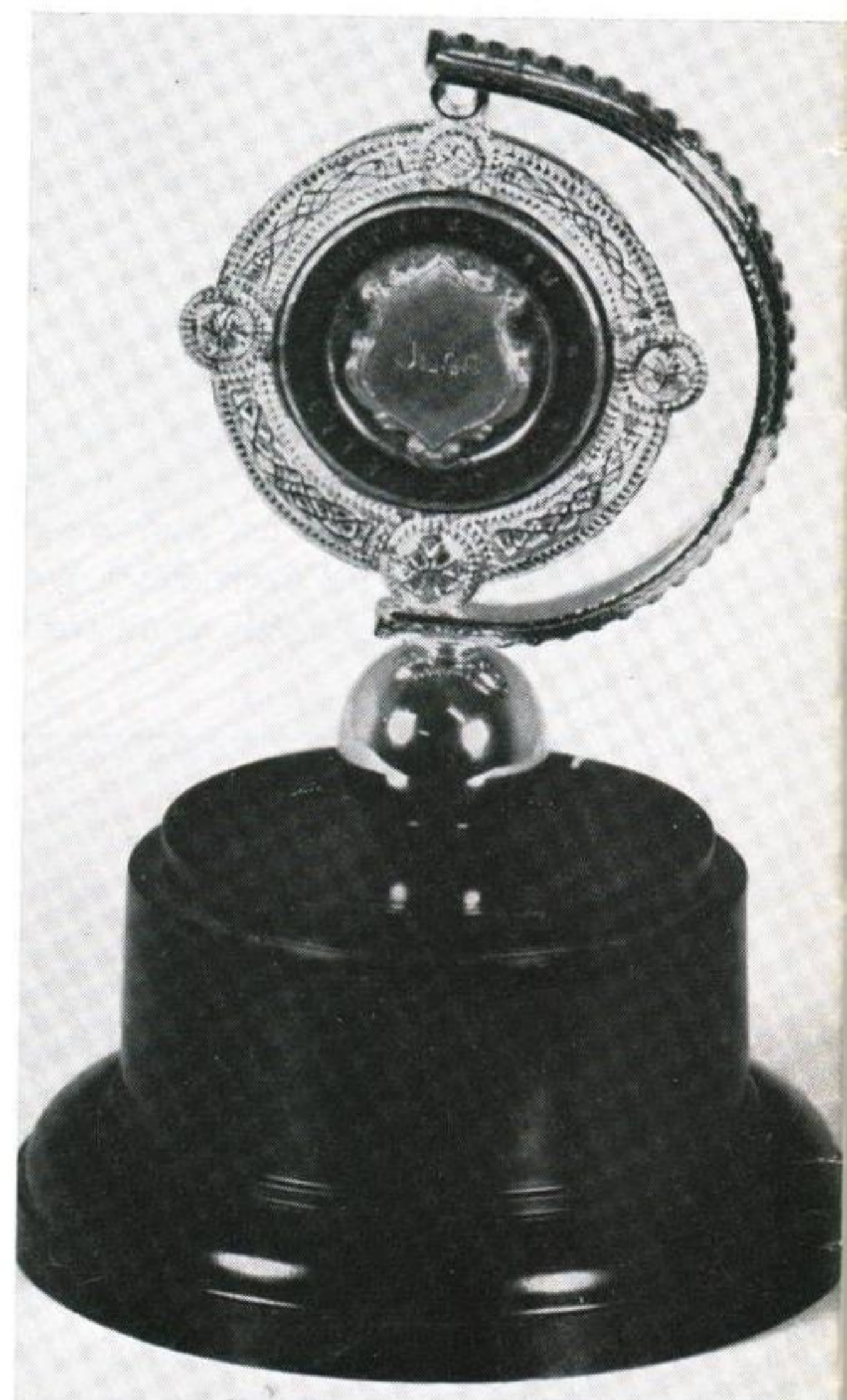
TRIBERG BLACK FOREST

Germany

On the 8 Oct 59, a six man team representing 1 Air Division, proceeded to Nottingham, England, to take part in the Annual British Police Judo Championships. Representing 4 Wing were Dick Wilson, AFP, Brown Belt, Dennis Bond, AFP, Green Belt, and Les Wright, AFP, Green Belt. From Metz came Roger Gadoury, Blue Belt; 3 Wing, Ken Greer, Green Belt; and from 2 Wing, Clarence Hatfield, Green Belt to act as spare man. Nottingham Police hosted the match and teams were entered from Police Forces all over Great Britain. As the Air Div team had never practised together, the facilities of one of the local Judo Clubs was made available to them and the morning of the 9th was spent working out a few of the kinks. In the afternoon the individual eliminations were held and in the evening the final contests were held at the Victoria Baths. The RCAF team was matched against a team made up from five British Police Forces with each match lasting five minutes or until either a clean throw had been made or an opponent immobilized for 30 seconds. Ken Greer led off and threw his man in one minute 30 seconds. He was followed by Dennis Bond, Les Wright and Roger Gadoury each of whom lost their contest. Dick Wilson was last man on the team and threw his opponent in 14 seconds. The British Police Team won the match by one point. Each member of the two teams was presented with a trophy by the Chief of the Nottingham Police Force. A highlight of the evening was a contest between ten policemen and Mr. Santo Yamada, 6th Dan Black Belt. Mr. Yamada took on the ten policemen in quick succession and threw each of them. This was a rather remarkable feat when you realize that the average height and weight of the policemen was six feet and 185 pounds, whereas Mr. Yamada is a mere five foot six and weighs 136 pounds. Mr. Yamada has just recently come to England from Japan and is now the resident instructor at the London Judo Society with which the 4 Wing Club is associated. It is hoped that in the very near future Mr. Yamada will be able to come to 4 Wing along with Mr. George Chew, 3rd Dan, and give a few days' tuition to members of the Air Div Clubs. After the contests all the participants were guests of the Chief of the Nottingham Police at a buffet reception held in the lounge of the Central Police Headquarters. On the 10th the RCAF team was taken on a tour of the sights of Nottingham by members of the Force. The reception received from the Nottingham Police is one that will never be forgotten by the RCAF team.



Above and below are shown the two sides of the trophy presented by the Chief of the Nottingham Police Force



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