

4 (F) WING (RCAF)

Schwarzwald Flieger

THE WESTWALL



PUBLISHED BY
4 (F) WING RCAF

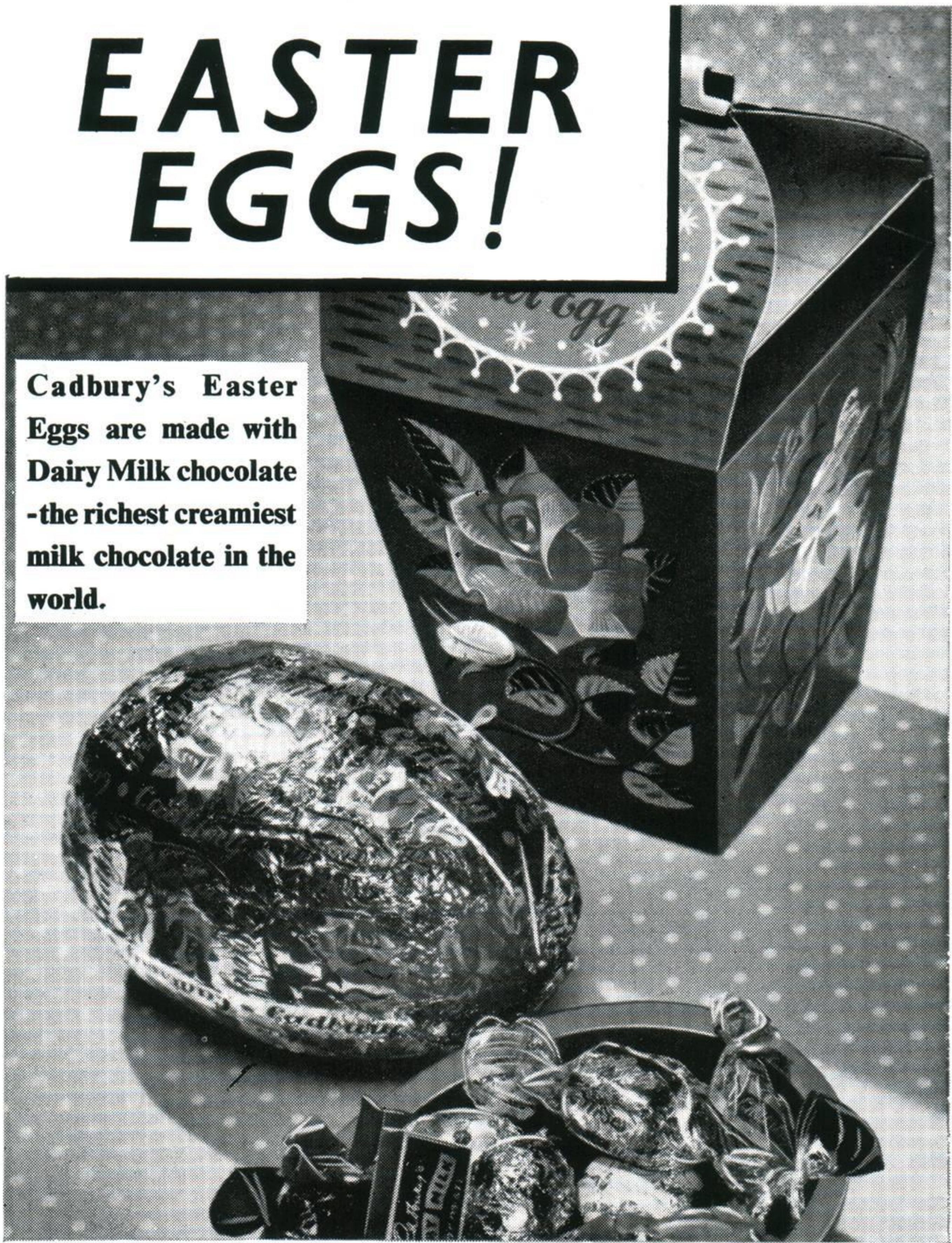


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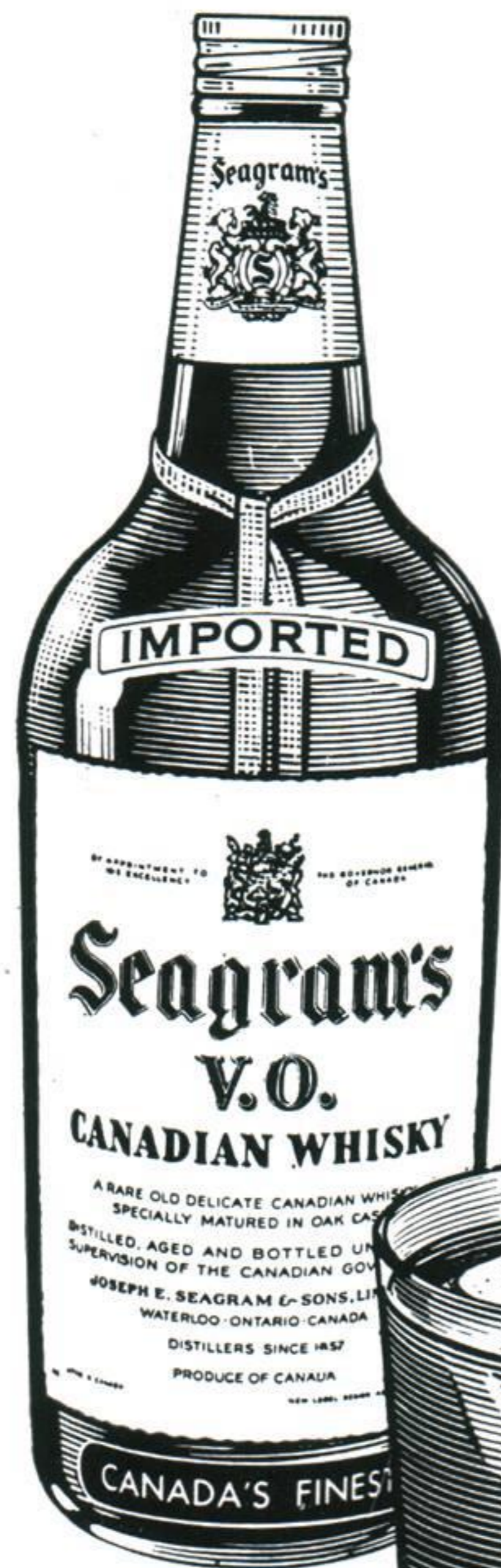
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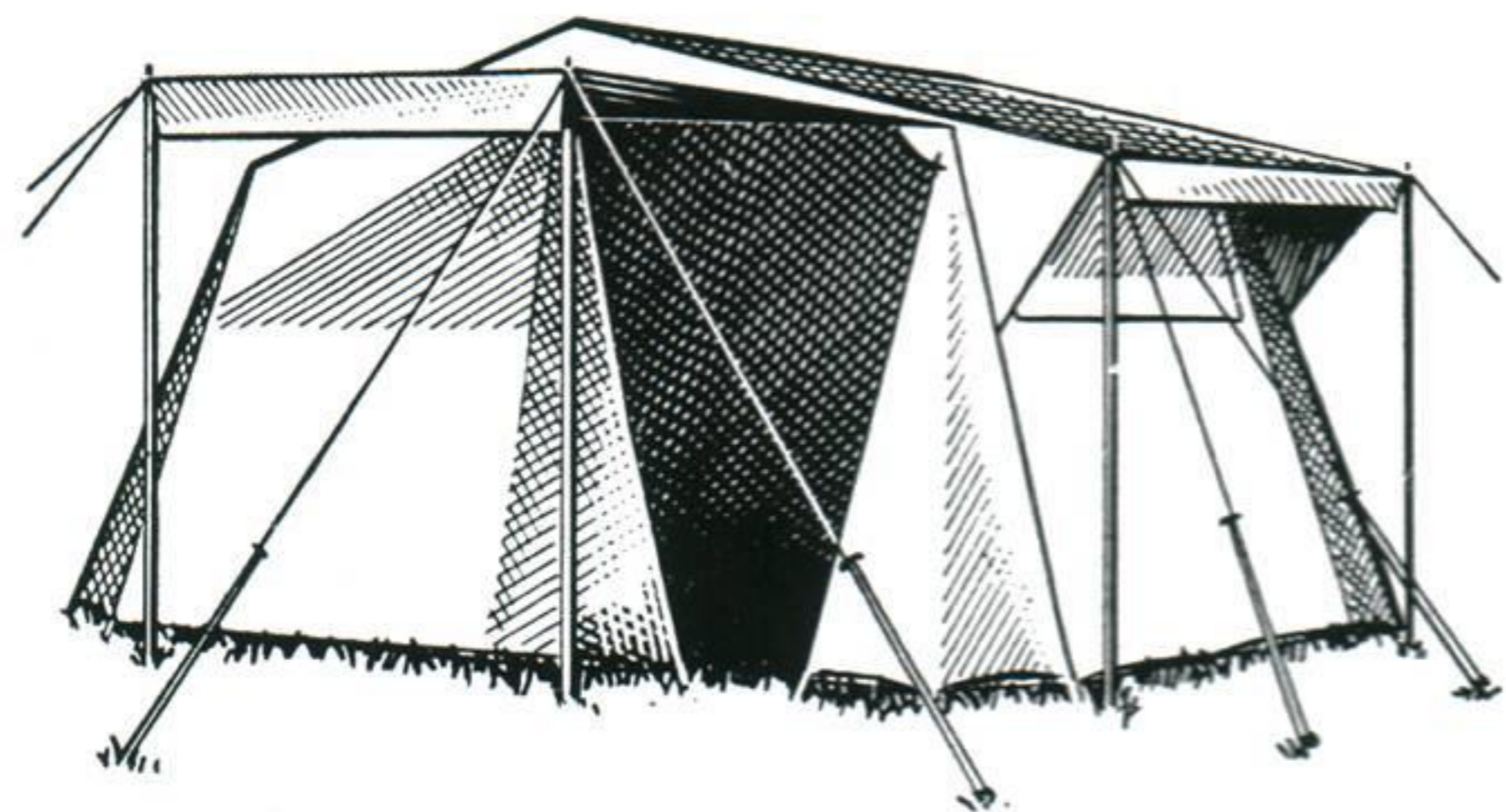
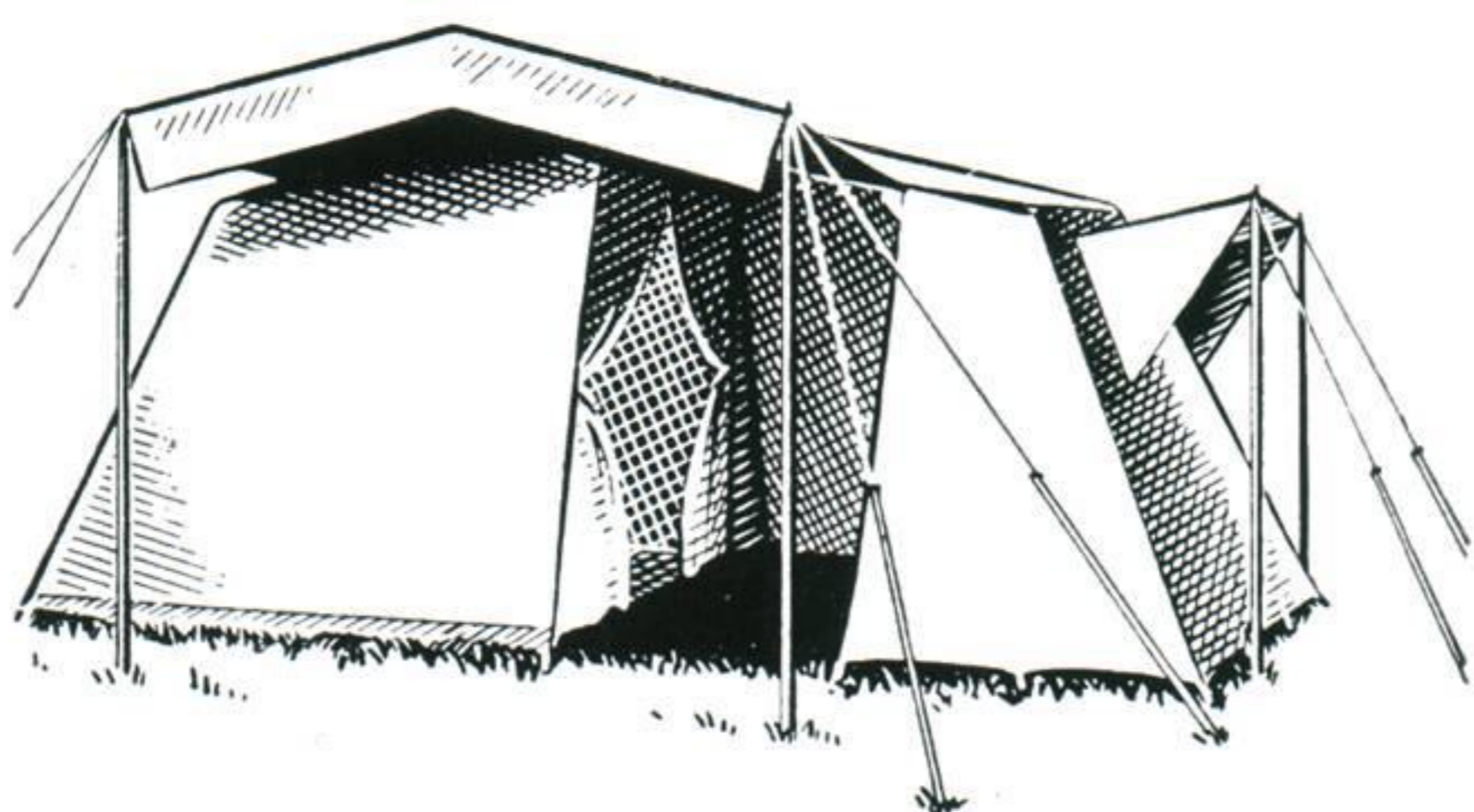


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F/O Howe Makes 4 ATF Team

F/O Pete Howe, has again proved himself the best skier in 1 Air Div. His performance in a two-day slalom and downhill competition 16 and 17 Feb won him a place for the second year running on the ski team of 4th Allied Tactical Air Force. Skiing against formidable competition in the trials at the famed German winter sports centre of Garmish-Partenkirchen, F/O Howe placed 7th in combined slalom and downhill results to earn a place on the 8 man 4 ATAF team. Thirty-one skiers from the Canadian, American, French and German elements within 4 ATAF took part in the trials. F/O Howe was the only member of the 6 man RCAF contingent to place on the team, which beat 2 ATAF for the Air Chief Marshall Foster trophy.



Flying Officer Peter Howe, of 4 (F) Wing comes through a slalom gate at Garmisch-Partenkirchen, Germany, where he skied as a member of the winning 4th Allied Tactical Air Force team which defeated 2nd Allied Tactical Air Force in their annual ski meet.



Sergeant Majors Visit (F) Wing

Two dozen Sergeant Majors from the military forces of three other NATO nations were guests of 4 (F) Wing 19 Feb. Members of the French, German and American armies and air forces, the sergeant majors were escorted around the base by WO1 R. Yates. The visit was part of a continuing programme of the Sergeant Major's Council, an unofficial organization embracing sergeant majors of NATO assigned Canadian, French, German and American forces in the Heidelberg, Karlsruhe and Baden-Baden area. Formed a year ago, the council has as its aim the familiarization by the members of other NATO elements in the region, understanding and discussion of mutual problems and the advancement of friendships among the members of the four different nationalities represented. The programme included a tour of the base and its installations, including a visit to 444 Squadron, and a scramble by CF100's of 419 Squadron.



At 419 Squadron Flight Lieutenant Mike Carle briefs some of the group on the characteristics of the CF 100. From left to right; Adjutant Jacques Tournier, French Air Force; Flight Lieutenant Carle, Sergeant Major James W. Pierce, U.S. Army; Hauptfeldw. Heinz Schroth, German Air Force and Warrant Officer Robert Yates, Royal Canadian Air Force, 4 (F) Wing.

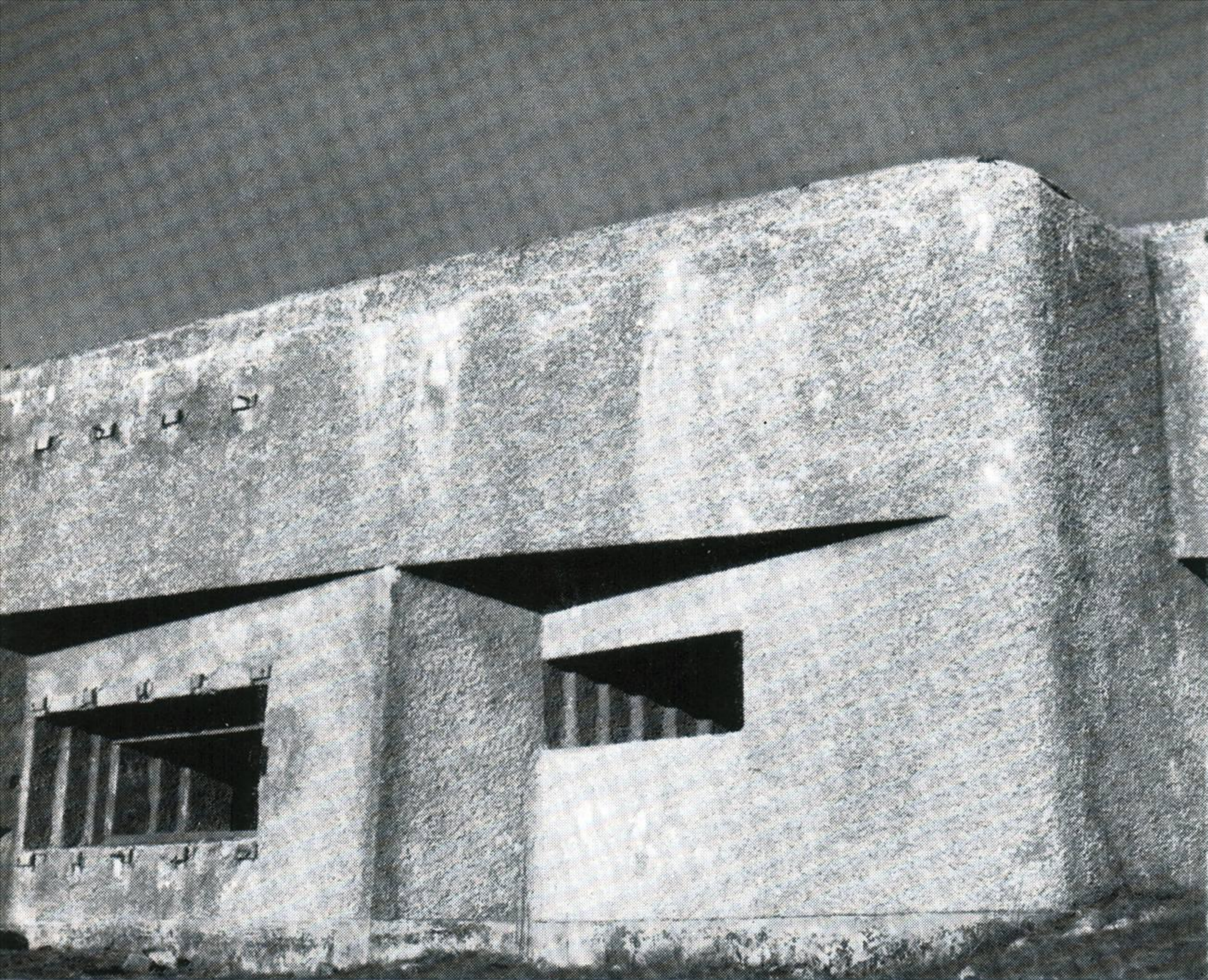
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READ
very interesting

The Westwall

It will be many years before the unsightly remains of hundreds of demolished bunkers and pillboxes disappear from the landscape along this side of the Franco-German border. Massive blocks of reinforced concrete, shattered by the high explosive charges of post war demolition crews, dot the farmland around the airfield like derelict monuments to the most disastrous period in German history.

Number 4 Wing is located in the middle of what was once a complex system of fortifications and defensive positions known throughout the allied nations since before World War II as the "Siegfried Line". Many of these blockhouses can be found within the perimeter fence of the airfield itself, and in the woods bordering the Married Quarters site. Others line the banks of the Rhine, a few hundred yards to the west, and the entire countryside along the border is pock-marked with these reminders of the time when the guns of the German Army were pointed westward.

Living quietly in retirement in the village of Steinbach, just a few miles from the airbase, is a former colonel of the German Army who was a staff officer on the OKW (**Oberkommando der Wehrmacht**) and had a great deal to do with the construction of the Siegfried Line from its earliest beginnings. We made his acquaintance recently, and gathered from him the interesting story behind this gigantic project. His descriptions were illustrated with maps, photographs and diagrams which are now historic documents.

We believe the main points will be of interest to all those who spent any time at the Canadian bases at Soellingen or Zweibrücken, and who have clambered up the battered and sloping slabs of concrete to peer into the rubble filled interior of one of these bunkers.

Perhaps the first surprising discovery was that the name "Siegfried Line" doesn't mean anything to most Germans. Its real name was always the **Westwall**, and only in 1939 when the allied soldiers were marching and singing to the optimistic

strains of "We're going to hang out the washing on the Siegfried Line" did the Germans first learn of the name given to it by the allied newspapers.

In 1935 the first plans were laid for a defensive line along Germany's western frontier. The military planners were hampered, however, by the Treaty of Versailles which had decreed that a demilitarized zone must be maintained along the entire border between France and Germany. The width of this strip of land varied according to geographical considerations along its 500 kilometre length, but in this southern region the demilitarized zone extended back from the Rhine to the line of the Black Forest hills.

Such plans as were then made, were adaptations of domestic requirements for a new system of drainage ditches leading into the Rhine. These were constructed with military considerations in mind, and were intended to fulfill a dual rôle as water obstacles. They were laid out in elongated zig-zag patterns, so that machine guns sited at strategic points could cover the ditches in both directions.

Later the same year, work was started on a light defensive line of machine gun and anti-tank emplacements in the Heidelberg area. However when Hitler marched into the Rhineland in 1936 the defence line was moved forward closer to the French border.

In the sector from Karlsruhe south to the Swiss frontier the defences at this time were very thin, consisting only of a few clusters of machine gun nests and anti-tank-positions on the forward slopes of the Black Forest hills.

By 1937 all pretence at observing the demilitarized zone had been dropped, and concrete blockhouses started to appear all along the banks of the Rhine. The work at this stage was carried out by the Pioneer Corps of the re-born German army.

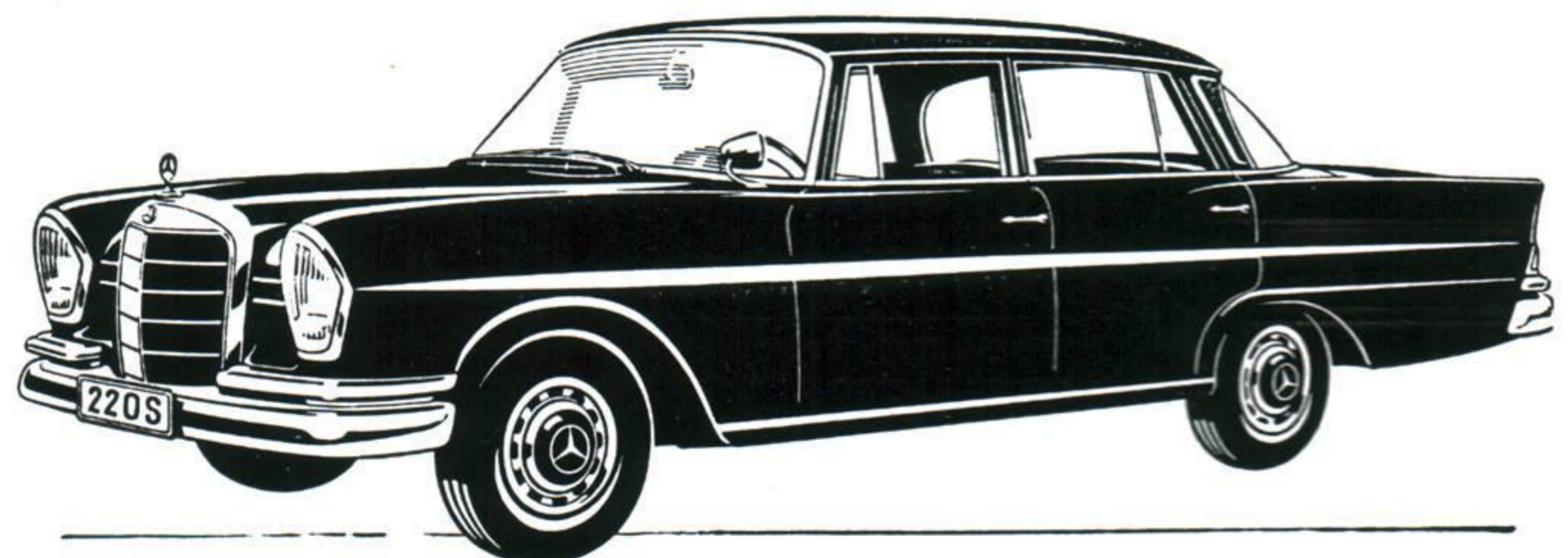
The following spring saw the first real plans for a fullscale Westwall drawn up and approved. These called for a belt of

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fortifications from the Belgian border down to Switzerland, and the project now assumed proportions which placed it beyond the capabilities of the Wehrmacht alone. The huge labour force and resources of the Organisation Todt (which was already building the autobahn network, and later was responsible for the ill fated Atlantic Wall) were placed at the disposal of the army, to carry out all heavy construction work. Under the supervision of army planners, the work started in earnest. Each pill box and bunker was sited by the army, with arcs of fire and shelter specifications carefully outlined. The "O. T." got to work on turning these paper plans into reality.

The majority of the bunkers were built to house a section of ten men. Each was equipped with a stove, an air filtration plant, gas-proof entrances, periscopes and four-inch thick steel plating at the gun ports and openings. A network of telephone communications linked each section bunker to its Company Headquarters, and these in turn were connected to their higher formations. All cable was laid six feet below the surface of the ground.

The walls and ceilings were mostly of six foot thick reinforced concrete, with three foot thick floors. Some special bunkers were equipped with steel machine gun cupolas, and the walls of these were eleven feet thick.

When the Czechoslovakian crisis hit the headlines in 1938, the first line of defence works was still unfinished. However allied intelligence over-estimated the state of readiness of the Westwall, and were misled by the German's bluff. Not until the following year were the fortifications manned for the first time — during manoeuvres in the summer of 1939.

In places where the Rhine river formed the natural frontier, the density of the bunkers ranged from fifteen to twenty-five per kilometre (i. e. one every forty yards). In other areas where there was no protective water obstacle this figure was increased.

The entire length of the Westwall was divided into sectors, lettered A, B, C, etc. from North to South. Each sector had a frontage of approximately forty kilometres and was manned by a complete division of between 12,000 and 15,000 men.

The divisional sector which included Soellingen extended from the junction of the Murg and Rhine rivers, close to Rastatt, down to Rheinbischofsheim, some distance south of the airfield's present location. This sector included no less than 700 bunkers on a front of some 38 kilometres.

As the line neared completion, forests of barbed wire entanglements were laid round each strongpoint, and the blockhouses were camouflaged as much as possible with nets and paint. Where they were sited in the middle of open fields, the earth was bulldozed over the roof, and the farmer on whose property the bunker had been built continued to plant his crops around and on top of it to make it hard to detect from the air.

Travel in the fortified belt was restricted for visitors, and photography strictly forbidden. Guards and a large maintenance staff kept the installations in a state of readiness for occupancy, when they were not being used by troops on exercises.

By August 1939 the line was almost complete. Although it had not been intended originally to provide static artillery in permanent sites, special emplacements were built into which normal artillery pieces could quickly be moved for cover. The guns were able to fire in limited arcs through slit



Some idea of the size of this demolished bunker can be gauged from the airwoman standing in the bottom right hand corner of the photograph. It stands in the middle of a farmer's field, a few hundred yards from the airfield boundary fence.

openings. The greatest disadvantage of these positions was the restricted fields of fire permitted by the size of the slits. If a gun was required to engage a target outside its limited arc, it had to be pulled back out of the emplacement and fired from an unprotected position.

Large calibre naval guns taken from old warships were added to the heavy weapons of the Westwall around this time. These 10 inch and 16 inch guns were positioned some distance back from the main defence line, and hidden in cleverly concealed sites. The remains of one such heavy artillery site can still be seen beside the main railway line from Karlsruhe to Basel, between Renchen and Appenweier. A complete farmhouse was built over this particular emplacement as camouflage.

Deep under the Black Forest hills huge underground bunkers were dug to accommodate the various Corps Headquarters. Each controlling three divisions, these Corps HQs were the real nerve centres of the defence system. The vast underground caverns measured anything up to 250 yards in length, and contained operations rooms and sleeping quarters for the staff, kitchens, air conditioning and filtration plants, and an auxiliary power supply for lighting and heat. Examples of these can be found in Baden-Lichtental, Neuweier and Malsch.

In this southern region, a second defensive line was provided by the **Luftverteidigungszone West** (Western Anti-Aircraft Defence Zone). Controlled by the Luftwaffe, a string of light and heavy anti-aircraft batteries stretched along the forward rim of the Black Forest hills from the Swiss frontier to Karlsruhe, and across to Bruchsal and Kaiserslautern.

Twenty kilometres to the east was a second line of A. A. gun positions, intended to catch any aircraft which penetrated the first. All these guns were sited in such a manner as to be able to perform a secondary rôle against ground troops and light armoured vehicles if needed.

At a few carefully selected locations along the length of the Westwall special **Führerbunkers** were built, from which Hitler himself could direct or watch the operations of that particular sector. To preclude the possibility of attack on the Führer by paratroops or commando units each Führerbunker



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was surrounded by a ring of blockhouses and defence positions which were manned during his visits by SS troops, whose prime responsibility was the protection of the Führer.

One such Führerbunker was located at Kniebis in the Black Forest, between Ruhstein and Freudenstadt, and was named the **Alexanderschanze**. It was used only once for a few days when Hitler visited the site during the early months of the war.

This then was the situation as the war clouds gathered in the late summer of 1939. Before carrying on with the rest of the Westwall's story, let us take a look across the border at the preparations on the French side.

As early as 1928 the French once more began to feel uneasy about their relations with their eastern neighbours. At that time the only fortifications in existence on the French side were some defence works and redoubts dating back to World I and a number of old German forts constructed in the days when Alsace Lorraine belonged to Germany.

Between 1928 and 1933 a number of defensive fortifications were built, with enthusiasm and expenditures fluctuating with current international tensions.

The National Socialist regime had been in power two years already before a start was made in 1935 on the systematic planning and building of a strong defence line, incorporating wherever possible existing fortifications.

The new project was named the **Maginot Line**, after France's war minister M. Maginot (1929-1932). It included the most modern military innovations, with vast underground tunnels and retractable turrets housing howitzers and cannon.

The Maginot Line started on the French side of the Rhine roughly opposite Soellingen, and continued northward as far as Sedan. From Soellingen to the south heavy defences were considered unnecessary, and only a thin string of machine gun nests and anti-tank positions were constructed. The French defences were much further back from the river than those of the Germans in this southern region, and the strongest portion of the Maginot Line was in the area just north of Metz. This sector was apparently considered most vulnerable by the German military planners too, as the Westwall also reached its highest density in this region.

A later extension to the Maginot Line northward from Sedan was named the **Daladier Line**, but this section was still under construction at the outbreak of hostilities in September 1939.

The allies' declaration of war found the Westwall practically finished, fully manned, with a ninety days supply of food and provisions in each bunker. For months fighting was limited to patrol activity and occasional exchanges of artillery fire, and the French and German troops sat in their concrete shelters, observing each other from close proximity and each sizing up the defences of the other.

When the Blitzkrieg started in May 1940, an offensive was launched by several German divisions near Breisach, west of Freiburg, which succeeded in breaking through the French defences. This attack was aimed at the thinly fortified area to the south of the Maginot line proper, and outflanked the main French defence line. The Battle of France was over in the space of six weeks.

The bunkers of the Westwall were emptied of their equipment, and all weapons and furnishings were stored in large depots. Doors were sealed with heavy locks, and the defences were again handed over to maintenance personnel and civilian caretakers. The "O. T." completed its work on some of the installations which were still unfinished after the fall of France, these finishing touches being carried out on orders from the High Command as a just-in-case measure.

While battles raged in widely scattered parts of Europe, the Westwall stood silent and empty for years until the tide of fortune brought the allied invasion armies to Germany's front door in 1944. Once again the bunkers and casemates were manned, but this time the defenders were depleted in numbers and equipment was lacking. Even the barbed wire entanglements which had stretched in endless belts between the blockhouses and pill-boxes were no longer to be seen. Pressing requirements on the Russian front had compelled the army to gather up the rusting coils of wire and slip them off to the divisions fighting in the East.

The advance of the allied armies was too fast to allow the Germans to reorganize their battered divisions along the Westwall defences adequately. In any case this would have been of little avail. The northern army group outflanked the northern tip of the Westwall and advanced southward behind it. Faced with allied troops in front and behind in some places the German garrisons were overcome and wide breaches made. The rest of the story belongs to history.

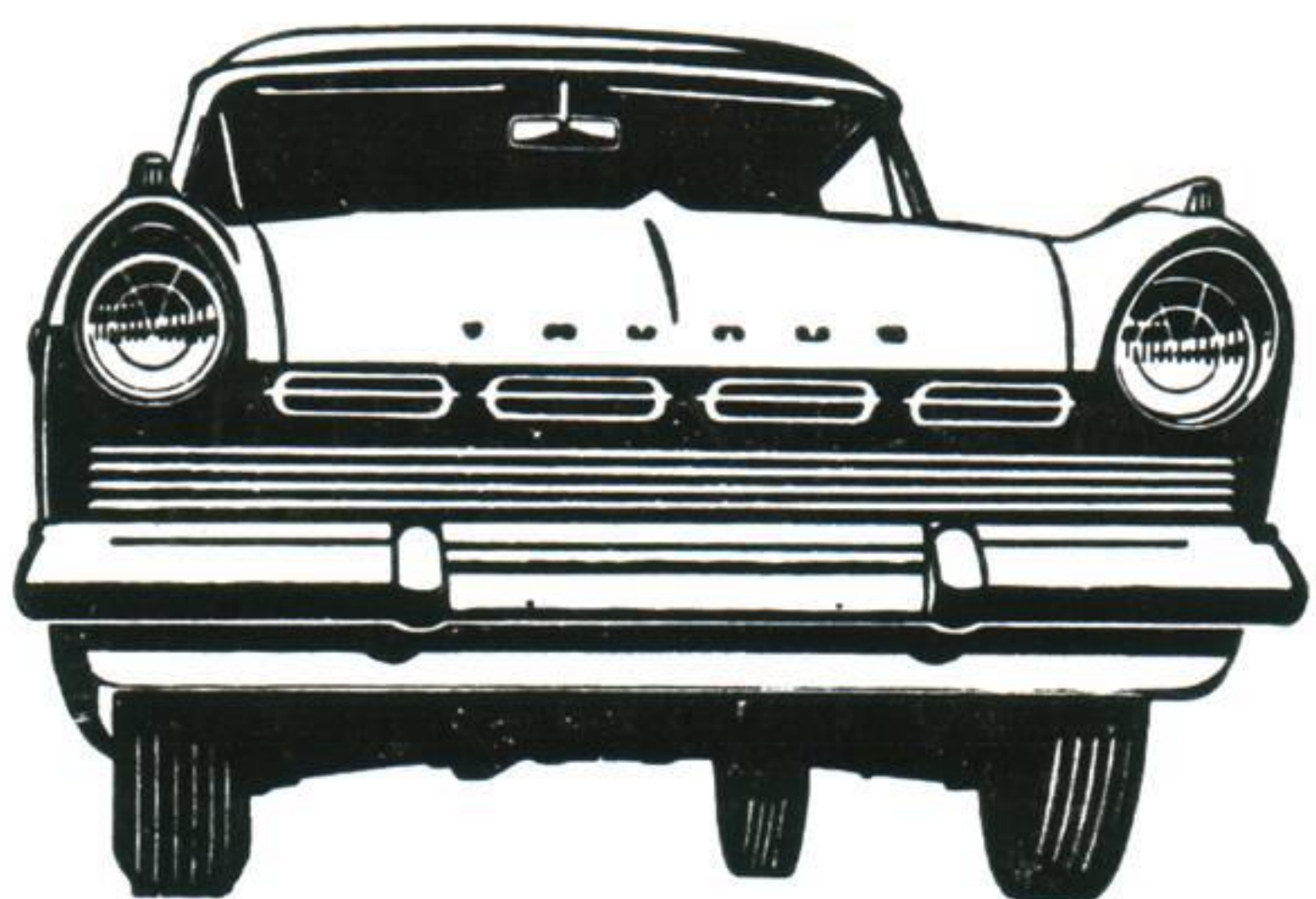
In 1948 and 49 all the carefully built defence works were destroyed methodically by allied engineers. A few were converted to domestic use (such as the Corps Headquarters bunker in Baden-Lichtental, which is now an underground waterworks). However the number of peacetime applications for this type of structure is limited, and the great majority are now lying in various stages of destruction in the fields and forests, their original purpose almost forgotten by the farmers, who trundle past in oxcarts and carve patterns around them with their ploughshares.



A typical Westwall bunker, designed to hold ten infantrymen. (from a painting by Ernst Vollbehr)

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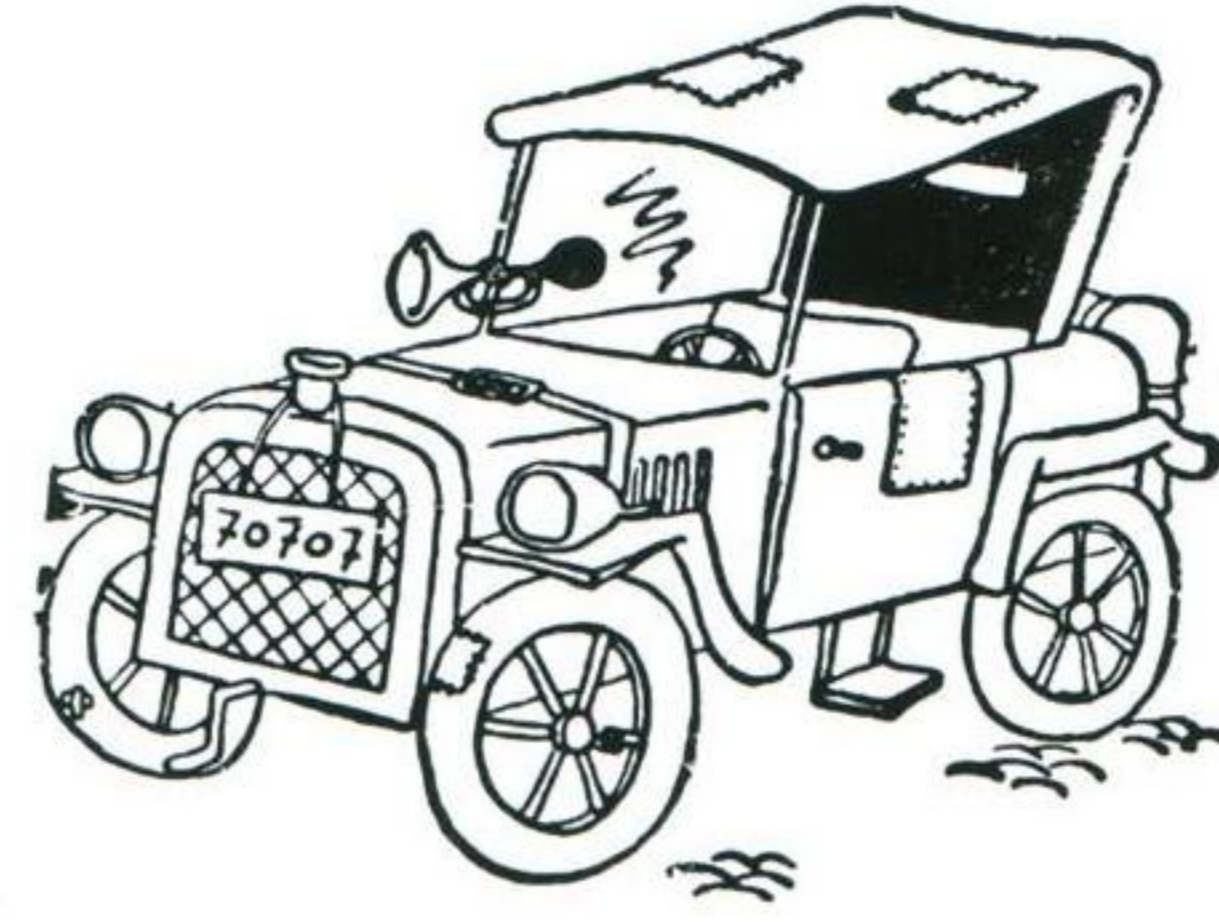


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Driving in Europe



by Sergeant J. Hatcher

There is no doubt that the main after-duty pre-occupation of almost every member of 4 (F) Wing is the acquisition and maximum use of his or her own private automobile. Probably there have been more words of wisdom offered on this subject than on anything else that can affect your sojourn here, but as the miles — or rather kilometers — roll on so should the helpful hints, tips and reminders keep coming from those of us who have driven in Europe — and enjoyed it!

Things are different here, how often do we hear that; how much attention do we pay to that difference and how true this is of driving in Europe! Cars are different, roads are different, laws are different, driving habits are different, "and how!" you may add or even "so what!" but let us also add "fair enough!". "Fair enough" that conditions are different and that we, as the visiting foreigners, are the ones who have to adapt to those conditions. In actual fact every attempt that you make to adapt to European driving conditions is going to pay off in added enjoyment, safety and comfort.

Assuming that you already have your car, licenses, registration, gas ration card, carnet, insurance, road signs card, copy of traffic regulations and perhaps even your first traffic violation ticket, where do you go from here? Being within an easy day's driving of some eight countries you are going to want to see them. Touring is, and should be, an enjoyable experience and remembering a few things can increase your pleasure many times.

Check Your Papers Before That Trip — be sure you have an International Operator's License with a recognisable photo, the insurance green card (check for coverage, expiry date), service identification or passport. In most cases the 'I' Card is the best document of all as it is readily recognised at every border and requires no stamping or leafing through. Passing the green insurance card and 'I' Card out of the window and a polite "Good day", all before being asked, has passed the writer through practically every border encountered so far.

Know the Road Signs — Most major road signs are standard throughout Europe, however there are some differences that can cause confusion. Service stations have ample literature including one very comprehensive listing of all European road signs listed by countries and explained in several languages including English.

Right of Way and Priorities — these vary from country to country. In doubtful instances an infallible rule is to assume that you NEVER have the right of way. This may slow you up a few seconds from time to time but even a minor accident can mean a whole day lost.

In touring and even day to day driving there are hazards, some common to all driving and some peculiar to European driving. Here are a few to remember.

European Cars — usually are lower powered than we are accustomed to, a good economy but a drawback sometimes. The absence of the quick acceleration and/or passing gear is very noticeable, sometimes embarrassing and often a hazard when attempting to pass another vehicle a la Canadienne. More 'look ahead' and more time is needed for passing.

Cobblestones — while a major engineering feat of the Romans are certainly no modern day wonder. Be careful when dry, exercise caution when wet and keep off them when icy are good rules for survival. Even good, dry cobblestone has less adhesion than any other hard road surface; when wet

that loss of traction can be 50 per cent and when icy closer to 100 per cent with corresponding increases in braking distances. Always reduce speed and increase spacing on cobblestone.

Autobahn — highway hypnosis or boredom is the main hazard. Insufficient distance in which to stop is the main cause of accidents. Change your speed 5 or 10 mph every half an hour, stop for a few minutes at least every two hours and watch the traffic behind you as much as that ahead and you will avoid most incidents.

Country Roads — over these we do most of our driving and they hold most of the pitfalls of European driving. To mention a few; the high crown, narrow roads, blind corners, farm wagons, cyclists, trees within inches of the road edge, hidden drains and culverts in the grass border, loose gravel and so on. On these roads when meeting a truck with a North American car you have usually only a foot or two between you and that tree and you and the truck, not much to spare at 50 plus on a bad road surface.

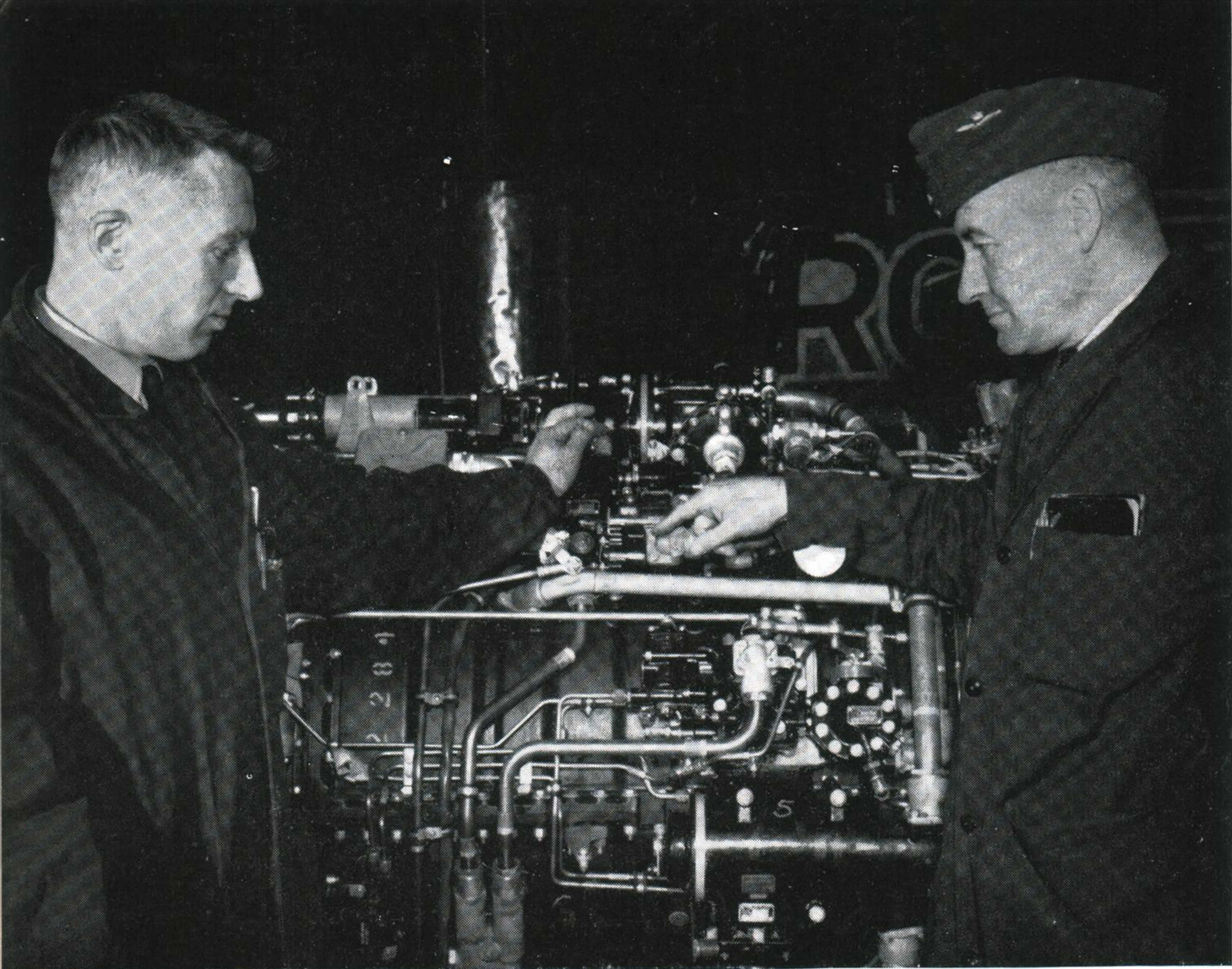
Mountain Roads — of which there are a lot on our vacation routes. Brakes and boiling are the two main hazards. Continual braking overheats brake linings with consequent 'fading' of braking action; this is quite common even on North American cars and especially those with automatic transmissions. Slow down and gear down and let your engine do as much of the braking as it can. Lugging up those same mountains causes overheating of the engine which can become quite expensive. Gearing down and keeping revs up will help. Always stop as soon as heating is noticed. A warning — leave that radiator cap on for a few minutes before checking: steam under pressure is dangerous and painful.

As winter continues, in addition to the above factors we have to consider the climatic conditions and their problems. Generally, a take it easy policy takes care of winter hazards; however let us review one or two of them:

Fog — bad visibility is a common phenomena in this area and all that a driver can do is be extra alert, slow down and keep visibility at a maximum. German law requires dimmed headlights in fog even in daylight. If fog lights are fitted they must only be used with the dimmed headlights. Ensure that condensation is not allowed to form on the windshield. Use your wipers and at night keep interior lighting, cigarettes, etc, at a minimum. Keep your eyes on the edge of the road and never, never, follow the white line; the other car may be doing the same.

Snow — requires only common-sense driving, however two hints can be very helpful at bad turns: never roar the engine, try to chug it out in the highest possible gear; try a little less air in your tires it will improve traction. Remember skidding is best controlled by engine, transmission and steering; turn the wheel in direction of skid, gear down if possible and apply gentle power to pull out of a skid. Use the brakes as a last resort and then with an easy pumping action rather than steady application.

Canadians in Europe have an accident rate which involves between 1,5% and 2,0% of all PMC on the road. This percentage is computed using \$ 25,00 damage as the figure above which an accident becomes a statistic, even though most provinces in Canada do not record an accident under \$ 75,00 damage. When considering all factors Canadians in Europe have an enviable driving record. Please help us maintain it.

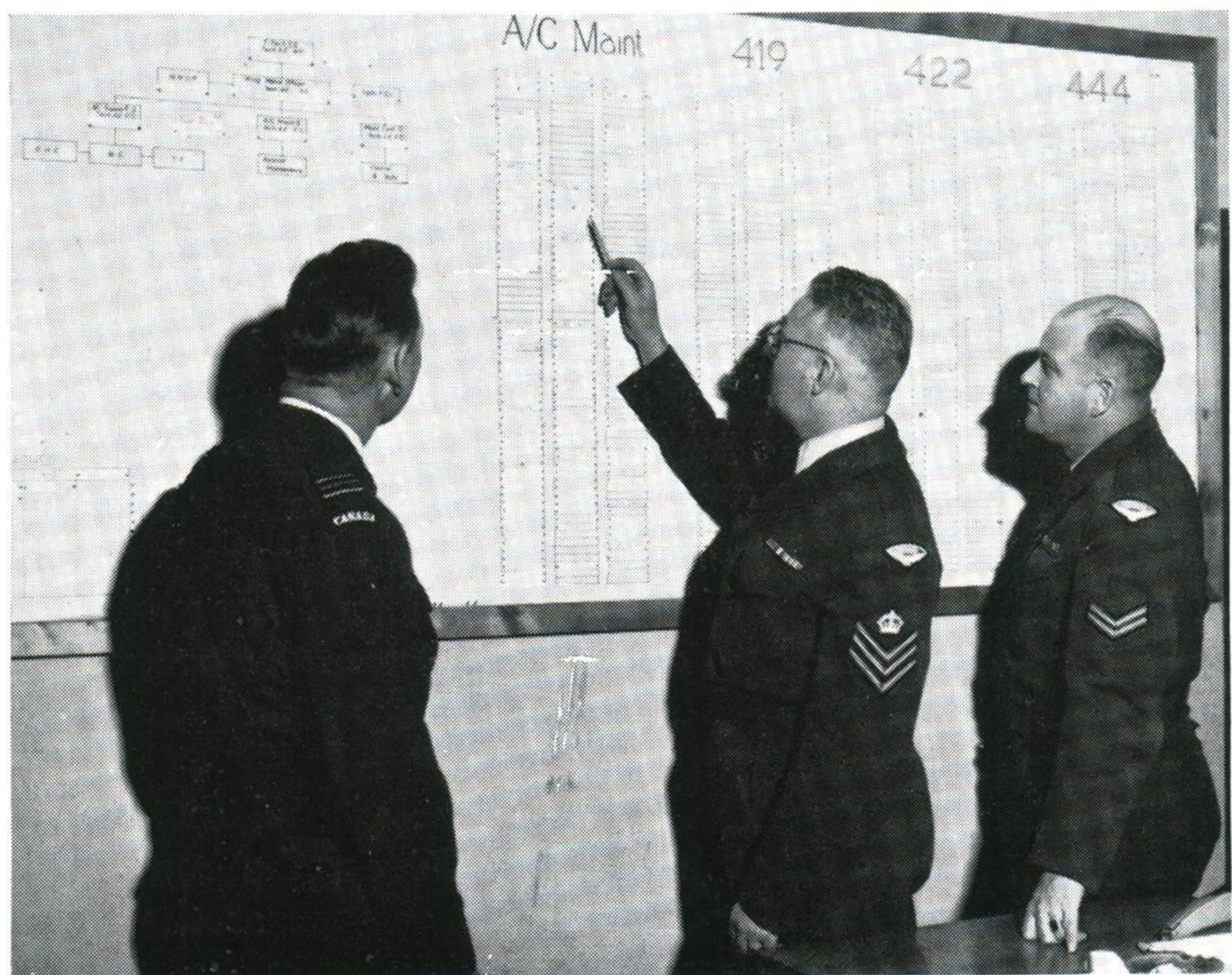


Sgt Weins and FS MacKay inspect the intricacies of an Orenda 14 Jet Engine.

Wing



The "Brain-Trust" of Ground Handling Equipment. Cpls Barr, Linklater and Redman baffle their boss, FS Insley, with technical science.



FS Glover explains a personnel strength situation to the Wing MaintO, S/L Walker. The fellow with the wide part is Cpl Card, boss of the one man Orderly Room Staff.

Maintenance does not just happen — this statement will probably disillusion many of our friends who have accepted this principle over the years and have been the despair of maintenance personnel as a result. It is hoped in this article to dispel some of the fog and let us see maintenance as it really is.

Maintenance of aircraft in the RCAF is a carefully planned operation which encompasses a larger field and more personnel and skills than any other phase of military operations.

Maintenance begins at AFHQ where broad policy is established, and culminates at unit level where the skills of the many trades involved are directly applied in support of flying operations.

Between these two levels operate a variety of Commands and Organizations who in turn make their contribution to this effort. AMCHQ who translates broad policy into Engineering Orders and procedures, supervises third and fourth line maintenance (work beyond field capability) and maintains quality control. Training Command are responsible for the basic training of technicians to maintain the variety of aircraft and equipment, each ever increasing in complexity, which go to make a modern airforce.

While pages could be written on the work done by each of the various staffs involved it will suffice for this article, which is intended to deal only with Maintenance at the Wing, to say that each and all have one primary purpose: Providing maximum aircraft operational capabilities with a minimum of risk. Objectives which can only be attained by the highest maintenance standards.

At Wing level all the above policies, procedures, selection and training are directly employed in keeping the aircraft in the air.

At this Wing, maintenance can be separated into two phases; that carried out at squadron level supplemented by the shops and sections of Wing Maintenance, and the work of Wing Maintenance itself. This division is a compromise, as it is at all Wings, based, we feel, on the best use of facilities, equipment and manpower.

Sqn maintenance is food for an article in itself and I hope the three sqns will forgive me their long hours, harried operations and lost weekends if I do no more than acknowledge their major contribution. Sufficient to say that a carefully planned flying program and co-operation on the part of flying staffs can do much to ease their task and make the most effective use of sqn manpower.

So then to Wing Maintenance, a title which has many meanings to many people, and consequently it is called upon for

Maintenance



Peek-a=boo! Cpl Frey checks on LAC's Nichols and Howes carrying out a cosy but highly technical metal working repair job in the intake of a Sabre.

a variety of things not connected with its primary task which is: to provide direct maintenance support to the sqns. This is not always understood and our reluctance to spread our strength at the expense of this objective sometimes makes us look unco-operative to the uninitiated.

To carry out this task, the Wing Maintenance Officer, S/L Walker, has a three pronged organization consisting of: Aircraft Maintenance, Equipment Support Section (Workshops, Ground Handling and Safety Equipment Section) and Maintenance Control section. Each section has an Aeronautical Engineer in charge. The Wing MaintO is responsible to the Chief Technical Services Officer not only for Wing Maintenance but for the standard of aircraft maintenance on the Wing as a whole.

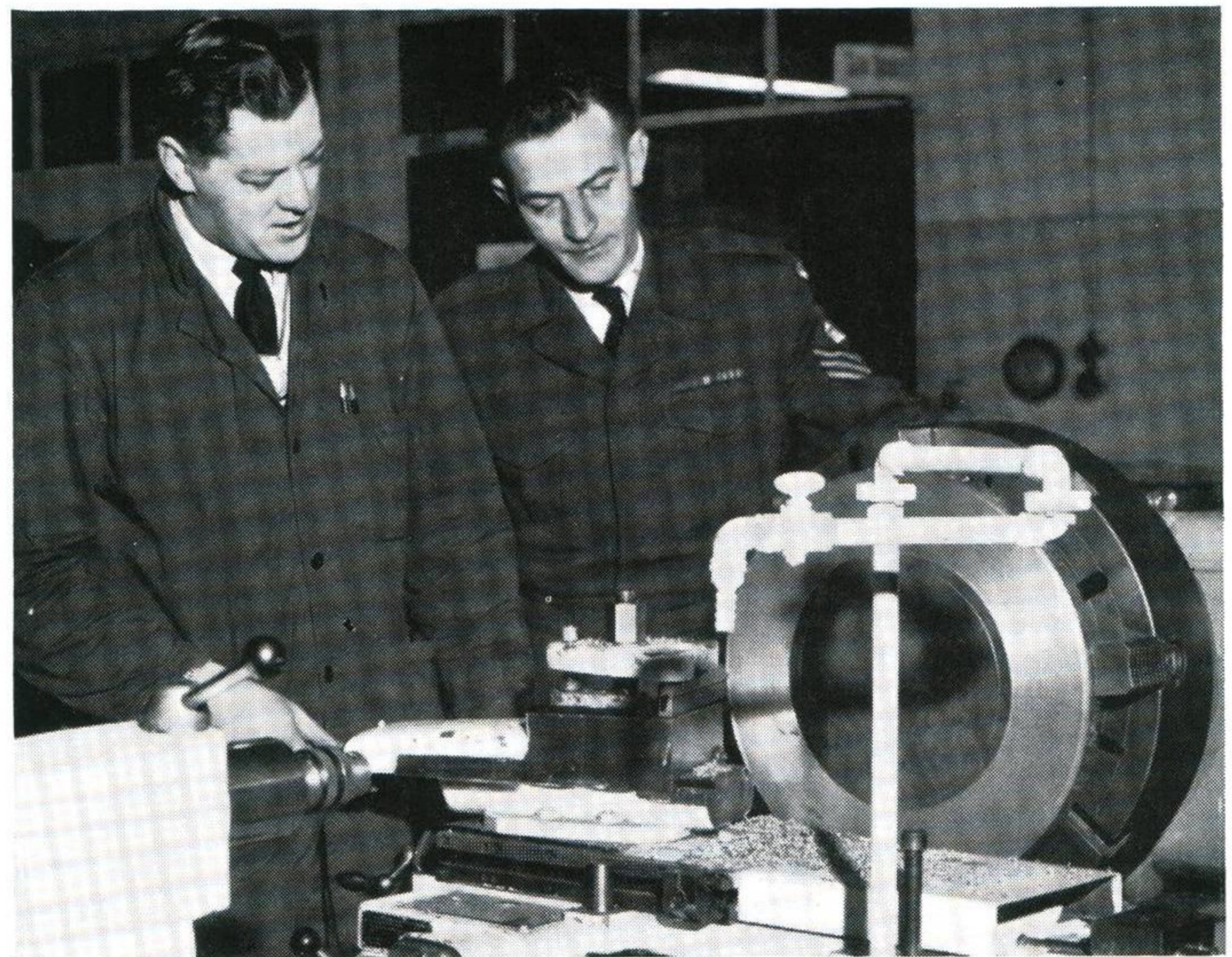
Let's take a look at each of the sections and what they do.

The Aircraft Maintenance Department under F/L Don Duston carries out all second line maintenance on Sabre a/c and provides specialized testing and support to the CF100 sqn. Each aircraft is dismantled, inspected and re-assembled every 100 flying hours to ensure a maximum safety factor. Here the combined efforts of many tradesmen, each a specialist, are co-ordinated into a smooth working team so that, in a prescribed minimum time, the aircraft undergoes a complete inspection, and rectification if necessary, according to a pre-planned schedule. This operation is as close to a production line as can be found and is dependent upon the co-operation of many people behind the scenes (including the aircrew who fly scheduled missions with scheduled airplanes). When one considers that each aircraft may undergo scrutiny and/or rectification action by as many as 13 different technical trades, the complexity of the operation can easily be visualized. Maintenance personnel do about 7 hours work on the aircraft for every hour it flies. There were no flying accidents due to maintenance at 4 (F) Wing last year. We hope to continue this proud record through 60.

Major repair work on aircraft is also carried out in the maintenance hangar separate from the inspection line. This band of troubleshooters, known as the "Snag Crew", are particularly adept in analysing symptoms and repairing unservicabilities.

Prior to returning an aircraft to the sqn after inspection or repair a test flight must be carried out to ensure proper functioning and that its performance conforms to the high standards required. This important phase of Wing Maintenance is capably done by F/L Stan Morris.

The Engineering Support Department under F/L Dick Holdershaw is a collection of important little sections which are



LAC Stone impresses his boss, FS Arnott with some fine lathe work in the Machine Shop.

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| 350 | 971.40 | | 1082.23 | 76.20 | | 3153 | | 1102 |
| 355 | 963.00 | | 955.14 | 118.00 | | 3151 | | 1104 |
| 360 | 803.25 | | 917.1 | 8.35 | | 3150 | | 1105 |
| 378 | 987.20 | | 1063.12 | 15.47 | | 3147 | | 1106 |
| 378 | 1026.00 | | 1023.14 | 2.00 | | 3152 | | 1107 |
| 379 | 1157.25 | | 1219.1 | 61.35 | | 3154 | | 1108 |
| 400 | 1044.50 | | 1174.14 | 29.10 | | 3155 | | 1109 |
| 411 | 1031.10 | | 1049.14 | 17.55 | | 3156 | | 1110 |
| 411 | 976.50 | | 1071.1 | 94.35 | | 3158 | | 1111 |
| 425 | 1044.50 | | 1124.1 | 79.10 | | 3159 | | 1112 |
| 431 | 1113.50 | | 1131.1 | 17.10 | | 3160 | | 1113 |
| 431 | 1085.10 | | 1033.14 | 7.10 | | 3159 | | 1114 |
| 431 | 1082.35 | | 1117.1 | 34.25 | | 3161 | | 1115 |
| 431 | 1071.10 | | 1020.1 | 8.50 | | 3162 | | 1116 |
| 431 | 1058.00 | | 1075.1 | | | 3172 | | 1117 |
| 431 | 1051.00 | | 1050.14 | 10.10 | | 3173 | | 1118 |
| 431 | 1031.45 | | 1075.1 | 26.15 | | 3174 | | 1119 |

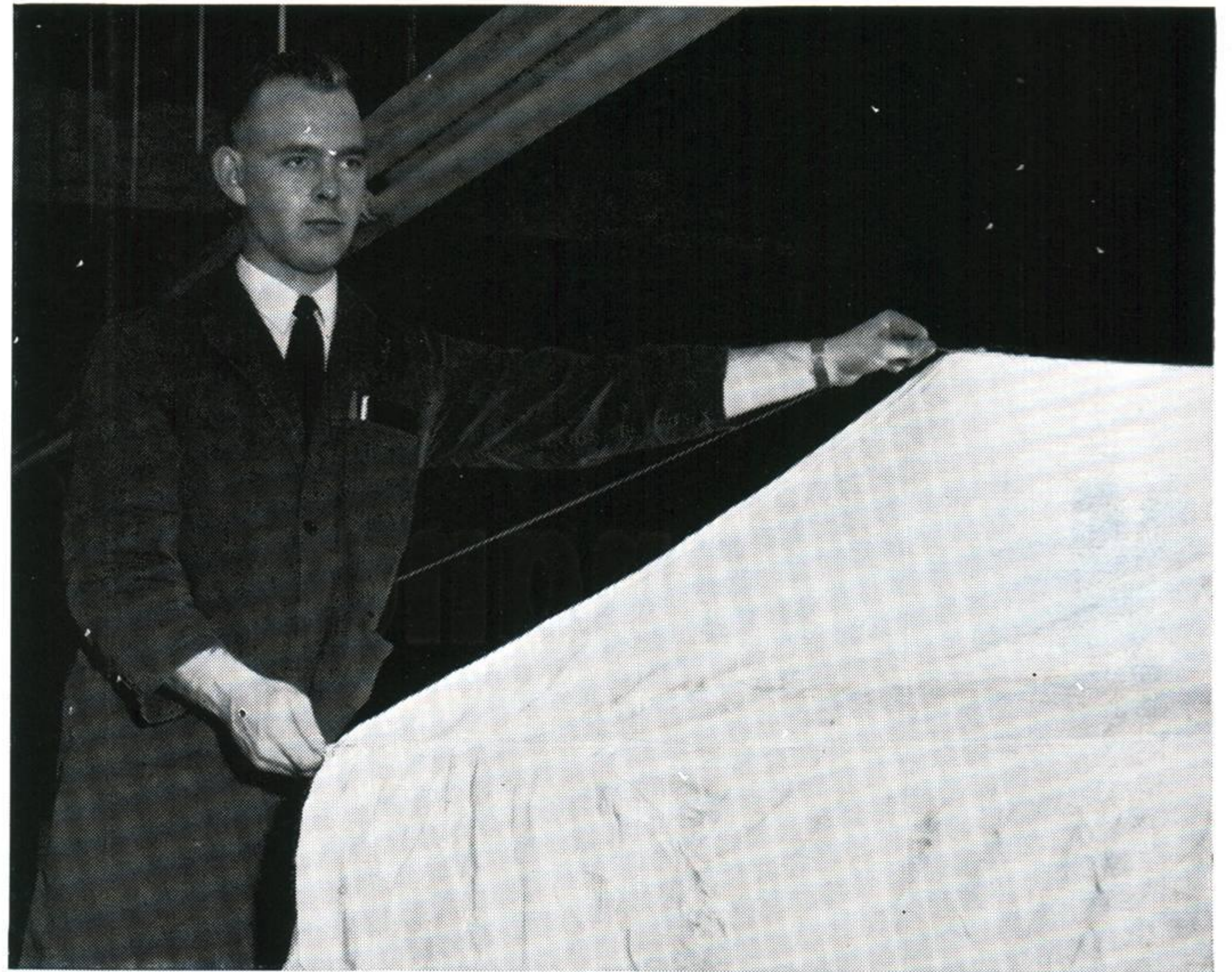
Sgt Muir and F/O Caron look over some aircraft flying times in Log Control.

necessary to round out the full operation of Wing Maintenance. These include:

- (a) **Wing Workshops** — A concentration of technical talent sufficient to make any "Mr. Fixit" fan drool. Here the Metal Workers, Machinists, Welders, Carpenters and Refinishers turn out manufactured and repaired items of all descriptions. Is it any wonder that the boys in Workshops have more "friends" than all the other sections combined?
- (b) **Safety Equipment** — Here we have a versatile crew. These boys inspect and pack the parachutes and emergency survival kits. They maintain the ejection seats, dinghies and oxygen masks. Each is an accomplished seamstress (seamster?). They maintain records of all the personal safety equipment belonging to the aircrew and ensure that each piece is inspected on time. This in itself is no easy task. Firm administration and tactful diplomacy are close bed-fellows in this regard.
- (c) **Ground Handling Equipment** — Twelve personnel from five different trades combine their efforts to inspect and maintain 800 pieces of gear (125 with motors) used to service the airplanes. Any big commercial garage would love to corner the talent assembled in this little section.

All in all, the Engineering Support Organization is proud of its motto: "We can do anything to anything" — and rightfully so!

And last, but by no means least, is a small but very important little section known as the Maintenance Control Organization. Here a group of technicians and statistical clerks under the direction of F/O Bob Caron maintain all the technical records in the complex organization of Wing Maintenance. A complete history of each aircraft is meticulously recorded in the individual Log Books. All the various technical reports and returns are made up and registered here. The fully amended and up-to-date Engineering Order Library alone is a full time job for one man.



Cpl MacDonald displays fine form in packing a parachute.

This then is Wing Maintenance — numerically the largest organization on the Wing, encompassing some twenty different airforce trades from Aeronautical Engineer to Clerk and with service varying from twenty months to over twenty years. Technical integrity is its foundation and only the highest standards of workmanship are acceptable. To maintain these standards depends on the efforts and professional ethics of each man. That is why, despite its size the individual is still the key to the success or failure of Wing Maintenance.



F/L Morris, Test Pilot, and F/L Duston, A/C MaintO discuss a weighty problem concerning a recent test flight.

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SPRING FEVER

Although nobody could recall having put in an E42 for them, Spring usually brings forth a crop of parades and drill.

It seems that every spring somebody sees an airman moving slowly through an attention area on all fours, thoughtfully lipping the unlit butt of a cigarette; whereupon a general order goes out for a period of compulsory drill to smarten up all personnel. This results in feverish reading of a publication known as CAP 90. CAP 90, it will be remembered, is the publication least likely to outsell "Forever Amber". Republic pictures are rumoured to have offered \$ 2.95 for the picture rights to it, but cancelled the deal because Boris Karloff wasn't available for the lead role.

All personnel take to the idea like a duck takes to bucks-hot. It is a surprising yet true fact that, even by the time of the RCAF's 35th anniversary, drill still has not caught the popular imagination as a substitute for Lowenbrau. Corporals don't cry for it. Airmen can go for days, even weeks, without it.

Drill is like castor oil — it may be good for a person, but nobody wants to take it because it means too darn many movements. However, when the order is Drill drill it has to be. For those who have forgotten what happens, here is the inside story.

First there takes place the delightful skit known as "Calling Out the Marker". Contrary to the expectations of the author of CAP 90 there is rarely any general clamour of volunteering to be marker, with airmen whistling shrilly at the flight sergeant and pointing to themselves, or any exhibition of that sort. On the contrary, when it becomes apparent that the flight sergeant is about to call out a marker, a mass self-effacement takes place on the edge of the parade square, in which everyone attempts to look like a blade of grass, or a slight rise in the ground. Also, everybody tries to stand behind everybody else. A few minutes' work with pencil and paper will prove that this movement is a physical impossibility, but it is one which remains very popular with airmen.

A second purely fictional chapter in CAP 90 is its account of "falling in on the marker". This never happens in real life. Because of the unpopularity of the positions in the front rank and those of right markers, a flight would as soon fall in on a leper. Actually, the popular place for falling in is wherever anybody thinks the middle of the centre rank will be. Some of the dirtiest fighting of any war has taken place in this area, and it is always a stirring sight to watch a couple of physical fitness experts contesting the position; the clever footwork, the elbows flashing in and out of the ribs, with the crunch of leather on bunions and the muttered curses of the vanquished. The rear rank swells with the overflow from the centre, while the front rank is mustered with difficulty composed of the lame and the halt, the mentally infirm, and a smattering of individuals who still believe in promotions*.

(* Promotions — mythical beings, slightly larger than leprechauns, and most common amongst the brownies. Characterized by magic hooks or crowns that enable recipients to make others do their bidding. Obsolete since — —?)

CAP 90's plot thickens now, as we pick up our dressing. As well we know, this does not mean that everyone is given a jar of Kraft Miracle Whip as a reward for having graced the parade with his presence. To pick up your dressing requires that you snap your right arm up smartly to the shoulder of the man next to you, while the man on your left snaps his right arm smartly to your chin, your first intimation that you are standing beside a near-sighted cretin who will probably devote himself to standing on your heels for the entire drill period.

After a decent pause in memory of our last movement, we shuffle the feet rapidly, CAP 90 tells us. This movement does not seem destined to replace the waltz or fox trot as a popular dance form. After the feet have been shuffled they are dealt from right to the left until everybody is standing on his own or someone else's.

Now we come to one of the most grisly chapters in the book, and which I personally can never read without a shudder. It's the one where the flight commander sizes the flight in cold blood. The order for this terrible havoc is "Tallest on the Right, Shortest on the Left, in Three Ranks — SIZE". My own reaction to this command is to sit right down on the asphalt and bawl, because I never know whether I'm short or tall and nobody ever tells me.

Then after the front rank has numbered, I can never recall off-hand whether my file is even or odd. On one occasion I whispered to the man next to me "Am I odd?" "Queer is the word I would prefer" he replied drily, and I immediately sensed that he was trying to evade the question.

A great portion of compulsory drill periods are devoted to a CAP 90 pastime known as "mutual instruction". Mutual instruction is when somebody you never particularly liked before but whom you now plan to throttle with his own aesophagus calls you out of the ranks and hands the flight over to you without even bothering to wrap it as a gift. This gives one the opportunity to stand in front of upwards



of twenty men and prove beyond the shadow of a doubt that he is a congenital idiot and ought to be kept on a leash.

In the space of a few minutes you successively (1) smirk dismally at the flight in a futile attempt to win its sympathy; (2) clear your throat noisily; (3) scream the order to "quick march" from the position of stand easy, and thus quickly establish yourself as a throwback to neolithic man who for your next trick may be expected to show how to make fire by striking a chunk of flint against the side of your head.

This sort of thing, according to CAP 90, is supposed to give confidence in handling men. My own experience, after a period of mutual instruction, was that I cowered at the very sight of men, especially those I had obliged to march through a large puddle eight times in line, five times in threes, and once in the unusual formation that results from giving the order "at the halt, on the left, change your forms, fellas".

CAP 90 is all right, I guess, but give me QR (Air) Art 16.14



The CL 41

With the help of advice from the RCAF, Canadair has produced a jet trainer which could become the basic training aircraft for the RCAF. Called the Canadair CL-41, it is the first jet trainer to employ the new generation of small, high performance jet engines.

Incorporating features which many years of RCAF flying instruction show are desirable, the CL-41 is capable of a diving speed of 500 knots and a maximum level speed of 412 knots at 30,000 ft; yet its stalling speed is only 65 knots. A typical training mission could be as follows:

| | |
|-------------------------------------|---------------|
| Start, taxi and take-off | 5 mins |
| Climb to 15,000 ft | 5 mins |
| Medium and steep turns at 15,000 ft | 10 mins |
| Stalls and recoveries | 5 mins |
| Forced landing practice | 12 mins |
| Return to base at sea-level | 5 mins |
| Circuits and landings | 42 mins |
| Reserve stand-off at 5 000 ft | 64 mins |
| Total time | 2 hrs 28 mins |

The CL-41 has student and instructor sitting side by side. This ensures that the instructor has unrestricted vision at all times, it helps the student learn because he can study directly the instructor's actions, and the instructor can more accurately assess the student's actions. Night flying is safer with no reflection and no peering over the side during take

off and landing. Speech can be reduced to a minimum, for the instructor can point at critical instruments and controls.

The CL-41 has safety features such as longitudinal beams extending along the underside of the fuselage structure to give added protection to the rugged cockpit area; all the fuel is contained in the fuselage in crash resistant cells protected by a pressure bulkhead, beams and structure designed for a forward ultimate load factor of 24G. These features minimize the damage which could result from a forced landing or ditching, and reduce the possibility of fire. A laminated glass bird-proof windshield protects the cockpit, and retractable engine air inlet screens operate automatically with the landing gear to prevent ingress of gravel and dirt from the runway surface. The side by side seating arrangement consists of two upward ejection type seats.

Performance Summary

| | |
|--|---------------------|
| Design and Landing Gross Weight | 6,500 lb |
| Useable Fuel | 1,750 lb |
| Take-off Distance to 50 ft at sea level | 1,830 ft |
| Landing Distance from 50 ft at sea level | 1,920 ft |
| Rate of Climb — sea level | 4,100 ft per minute |
| Rate of Climb — 30,000 ft | 1,400 ft per minute |
| Time to Climb to 30,000 ft | 11.7 min |
| Service Ceiling | 44,500 ft |

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Dear Son and Heir

Like I always say each month, it seems to be a happy something — so Happy St. Patrick's Day to you, me Boy!

It's good to see spring just around the corner again. Around this time of year I start to think of bathing again and hanging up my only suit of long johns so Ma can get winter holes darned up. Horace fell through the ice in the creek last week so that happy smile on his face probably means he intends to skip his bath for this year. Of course, he always gets that silly grin on his dial in the spring of the year and it could mean he has found himself a new filly.

Ma got that same silly grin and started prettying herself up in the mornings — even tried to bring me my slippers in the evenings after chores. I fixed her little red wagon by buying her a new wash board. Nothing like good hard work to get rid of that spring feeling, eh Elmer! Like I often told you when you was young — when a body has nothing much to do he either gets spring fever or starts to whine about something. Weaknesses and deficiencies have no place in Hogs Hollow.

But even so, everybody seems in good humour nowadays. Ole Bert who runs the General Store has become so polite and downright civil that he promised the other day to re-order anything that anybody bought and liked before — he even opens up the Express Counter now and again (when they're not too busy).

Your Ma and I popped into Ottawa last week with the idea of buying a new chemical contraption for the guest house but ended up buying a TV set instead — first things first, eh? These TV sets are the darndest things you ever saw! You can sit back with a jug of cider, hoot and holler and make faces at these erks in the window and they keep right on yakking like nothing was bothering them. The first night we saw Nathan Cohen in "Fighting Words" — I say "saw" because you couldn't hear a thing over the yelling and desk pounding that was going on. At the end of the programme Nathan asked us to write in any subject that might cause a good fight. I suggested a topic to Ma — "Resolved that Fasching should become a Canadian institution", but that went over like a lead balloon with her, specially since she knows what goes on. Horace thought it was a smashing idea but added we should import some tech reps (frauleins) to show us the finer points.

I could go on for pages about these TV characters but I'll save some news for next letter. One fellow though, is priceless — they call him Ed "Ole Smiley" Sullivan. He starts off his Sunday show with tears as big as footballs coursing down his cheeks while telling everyone what a wonderful sheew

Dear Folks

Well, Fasching is over till it rolls around again next year. There were parades all over the place and pretty good ones too. They reminded me of the parade we had when Bessie broke the milk record for the whole year in one day. You remember she ate that feed which was supposed to be for the hens to make them lay more and she gave so much milk Horace had to stay up all night milking her. After that he had to keep his milking arm in a sling for a week. Remember old Dan the storeman organized a parade and Lucy Ann won the beauty contest because she had the same measurements as Marilyn Monroe, though not in the same places, and Horace was going to be Julius Caesar but because he dipped into the applejack just before, we put Ma's nightie on him and made out he was the Sleeping Beauty.

One of the days in Fasching is called Dirty Thursday and that's got nothing to do with the weather except when it's all over you're under it. Lots of people found it kind of hard to rise to Rose Monday. I'm sure Horace would enjoy himself here. Of course, ma, I'm very careful in what I do, and I only do it to keep up good relations with the local Deutschers. But a fellow like Horace — wow, he can get a lot more glassy eyed than looking at those Paris postcards.

I was really going to spend my evenings sitting quietly in the local cinema but after seeing the same films three or four times you feel you ought to do something kind of different. You remember those old films they show on TV, that is when old Gobble the rooster ain't perched on the antenna and it looks like the program is coming from Turkey? Well, in between getting his teeth to stay put grandpa used to wonder what happened when the films were too old to show on TV. I think I know now. I've seen Stewart Granger shooting that tiger so often I wish he'd do it in the first reel and get it over with. Or maybe the next time the tiger will rise up and bite him first.

In another couple of weeks it's going to be All Fools Day, and the Air Force will bring out its promotions. Taking off the couple who got promoted last year I figure there's only 3,216 ahead of me. So I may get my hooks when we get the replacement for the Bomarc.

Well that's all folks,
your son and heir,
Elmer.

~~~~~  
he has lined up for them. He usually has a good hour but when he appears on the scene every once in a while we know it's time to raid the beer cooler.

Must run now and see "Lassie".

Bye for now,  
Your Pa.



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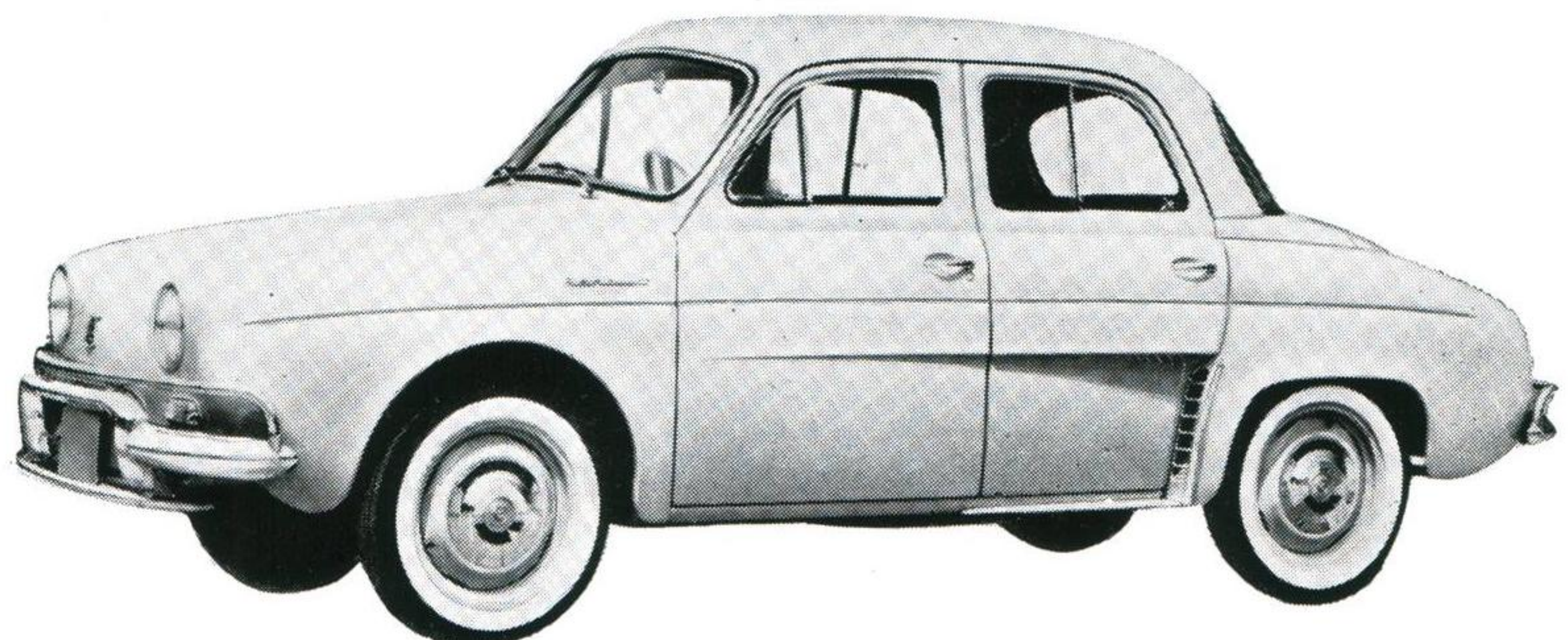
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# The Bisley Rifle Matches



by S/L G. T. GILES

Shooting has always held a wide attraction for Canadians in all its various forms and the rifle and shotgun have played a large part in the development of the country. The explorer, plainsman, trapper and prospector all relied on firearms of some type for furs, food or personal protection. It was natural for Canadians to shoot and when the militia was formed the interest in shooting was so intense that units formed rifle associations to further the art of marksmanship and foster competition.

The Dominion of Canada Rifle Association was formed in 1868 for the purpose of maintaining this interest in military shooting and to stage annual national championship matches.

Not many years after the DCRA's formation, it was decided to send a team to England to compete in the Empire Matches sponsored by the United Kingdom's National Rifle Association.

The annual NRA prize meeting takes place at Bisley, England, during the month of July. Bisley is the Mecca of marksmen from the Commonwealth and a place on a country's team is keenly competed for in all the countries throughout the Commonwealth. The Canadian team is composed of the 18 highest scorers in the DCRA matches held at Ottawa during the previous year.

The DCRA appoints a Team Commandant, Adjutant and Armourer and the team assembles in Ottawa about mid-June for inspection by the Minister of National Defence or the Chief of the General Staff.

The team then entrains for Montreal and embarks for the UK the following day. The pleasures and interests of an Atlantic crossing are well known to readers so we will immediately centre our interest in Bisley.

The organization of the Bisley Meet is a masterpiece of efficiency. There are two types of matches, individual and team events. For individual matches each competitor is given a squadding ticket which indicates the date, range and time of the match and the firing point to which he is assigned. It is only necessary to report to the range officer on the firing point and he will assign the competitor to a target. The value of each shot is signalled by the target marker and recorded by a register keeper at the firing point. In scoring, a bulls-eye counts 5, Inner 4, Magpie 3 and Outer 2. After the match the tickets are forwarded to the statistics office and the prize list is published.

A match generally comprises 10 shots and, at Bisley, 2 "sighting shots" are fired first, to enable the competitor to find the mean point of impact in the wind and light conditions prevailing. Some matches are shot at different distances and the scores made at each distance are totalled to give the match scores.

In team matches each team is allotted 3 or 4 targets in a row, depending on the number of marksmen comprising a team for

a particular event. The coach watches the range flag for wind changes and advises the members on all matters to achieve the best possible score.

While each individual or team match is important in itself, the greatest shooting classic is HM The Queen's Prize, emblematic of the champion shot in the British Commonwealth. The match is shot in 3 stages, the first stage consisting of 7 shots each at 200, 500 and 600 yards for a highest possible score of 105. The second stage is open only to the 300 competitors who have qualified by taking the highest scores in the first stage.

It generally takes a score of 97 to get safely into the second stage. However, let us say that all the 97's are "in" and there are 6 places left to make up the 300 competitors for the second stage. Then, all those with scores of 96 must shoot off for the 6 places.

The second stage consists of 10 shots at 300, 500 and 600 yards for a highest possible score of 150. The final stage is open only to the 100 competitors taking the highest places in the second stage. A score of 141 generally is safe enough but, here again, it might be necessary to shoot off. In some years it has been necessary for as many as 40 or 50 competitors to shoot for 4 places. The odds are heavy.

The 100 competitors comprising the Queen's Hundred then enter the final stage which is shot at 900 and 1,000 yards. Fifteen shots are fired at each range to which score is added the score made in the second stage, making a highest possible score of 300 marks to win HM the Queen's Prize.

Since its inception in 1860, the match has been won 7 times by Canadians.

How good a shot is a Queen's Prizeman? Fired under the present conditions, eg 10 shots at 300, 500 and 600 yards and 15 shots at 900 and 1,000 yards, winning scores have ranged from 277 to 289 with two notable exceptions. In 1927 Capt CH Vernon of Great Britain set a remarkable record with 292 and in 1936 Sgt. LD Busschau of South Africa won the Prize in almost impossible weather conditions with a low 272.

A score of 283 is probably a good average on which to gauge the ability of a winner, so let us analyze a typical winner's scoring. He commences the second stage at 300 yards and faces a bulls-eye only 7 $\frac{1}{2}$  inches in diameter and registers the respectable score of 48. At 500 and 600 yards the bulls-eye is 15 inches in diameter and he makes scores of 47 out of 50 at each range — a second stage score of 142, only 8 shots out of 30 being out of the small bulls-eye. This is an especially good score if he has to contend with anything more than an 8 to 12 mph wind and stronger winds are common at Bisley.

The bulls-eye at 900 and 1,000 yards is 30 inches in diameter. At these long ranges all the problems of wind allowance, holding, aiming and trigger control must carefully be overcome for the slightest deviation from perfection could easily

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result in a disastrous outer or a clean miss. A great amount of ability in judging the wind velocity is necessary. At 900 yards let us say there is a fresh cross wind streaming at about 12 mph and coming from the left. The allowance for this wind is set on the backsight so that, although the line of sight is straight to the target, the path of the bullet will be up-wind about 13 feet and the bullet will then be blown down-wind to strike the target. If he misjudges the strength of this and decides it is a moderate cross wind at 8 mph the bullet will travel about 8½ ft up-wind and strike the target 3½ ft to the right of the bulls-eye, sufficient to give him a magpie with a value of only 3 marks. But our winner successfully judges the wind and emerges from 900 yards with a score of 71. At 1,000 yards, to achieve a win with 283 marks, the competitor now must register a score of 70 out of 75. In the 15 shots he can afford to wander from the 30" bull's-eye only for the loss of 5 marks. We can conclude from this that a Queen's prizeman is indeed a phenomenal shot. Indeed, at least 3 winners have repeated the performance more than once, Sgt AG Fulton with 3 wins and Brig JA Barlow and Major GE Irvine each registering 2 victories.

One of the greatest thrills in all individual sport is a shoot-off for the Queen's Prize. It often happens that 2 or more competitors finish with identical scores. The superintending range officer will allot 1 target to each finalist and they will each fire one sighting shot and 3 counting shots. If there is still a tie, they will then fire single shots until the tie is decided.

As soon as the range officer announces the winner's name, he is hoisted in a ceremonial chair by his team mates and carried off the range while the band plays the traditional "See the Conquering Hero Comes". Shortly afterwards, the winner is presented with HM The Queen's Gold Badge and a purse of £ 250, being a personal gift of Her Majesty. The winners of other principal prizes are also presented with their prizes.

There are two major team matches which Commonwealth teams enter. The "Rajah of Kolapore" Imperial Challenge Cup is shot at 300, 500 and 600 yards, each team comprising 8 men selected from the country's 18 man team. The "MacKinnon" Cup is shot at 900 and 1,000 yards by teams comprising 12 men. Canada's record of wins in both these matches is impressive.

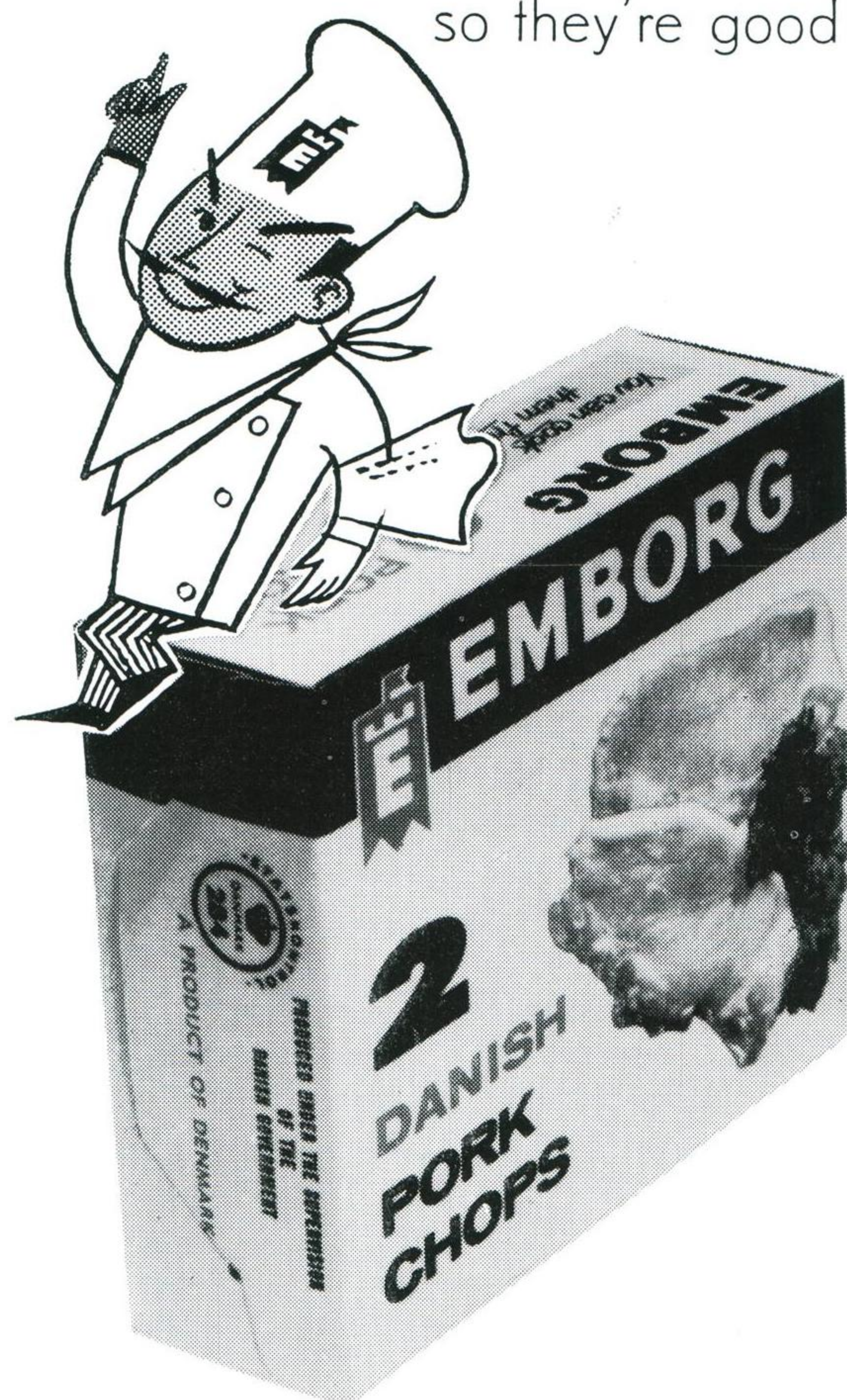
The purpose of this short article has been to acquaint the reader with Bisley and the technical aspects of shooting have carefully been avoided. Besides the national teams at Bisley, many associations send teams of their own. Since World War 2 the Canadian Army has regularly entered a team and 1 Air Division also is represented. In the future, the type of shooting will change with the introduction of new weapons but the spirit of competition will still prevail and draw marksmen to Bisley.

#### CLIMATOLOGICAL SUMMARY FOR THE MONTH OF FEBRUARY 1960

| Temperatures                      | 1960        | 1959        |
|-----------------------------------|-------------|-------------|
| Mean Max                          | 46          | 40          |
| Mean Min                          | 30          | 36          |
| Monthly Mean                      | 38          | 33          |
| Highest                           | 67          | 53          |
| Lowest                            | 14          | 16          |
| <b>Precipitation</b>              |             |             |
| Total precipitation               | 3.74        | 10          |
| Total Rainfall                    | 3.09        | 10          |
| Total Snowfall (inches)           | 6.5         | Nil         |
| Greatest amount of rain           | • 80 (25th) | • 10 (10th) |
| Greatest amount of snow for 1 day | 3.1 (18th)  | Nil         |

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## *The Night We Dropped a Clanger*

Comedies about service life have a great appeal to service personnel and "The Night We Dropped A Clanger" should prove no exception. This is a film which spoofs life in the RAF in wartime. It tells of a washroom orderly, AC Archer Atwood, who stands in for a top Secret Service man, Wing Commander Blenkinsop. Through a slip-up, however, AC Atwood is given a hazardous job that W/C Blenkinsop is slated to do. This gives rise to a great deal of easily understood humor about service life. A poor man's parody on "I Was Monty's Double", it should please the whole family.

## MARCH ATTRACTIONS

**Tues. 15th. & Wed. 16th. "THE ROUGH AND THE SMOOTH"** starring Nadja Tiller, Tony Britton and William Bendix is a highly polished sex melodrama based on Robin Maughan's best-seller and is for **Adults Only (X)**

**Thur. 17th. & Fri. 18th. "SIEGE OF PINCHGUT"** starring Aldo Ray, Heathers Sears and Victor Maddern is a first rate action-packed adventure melodrama. (U)

**Sat. 19th. Children's Matinee. "BORNEO"** starring Mr. & Mrs. Johnson is another of these full length adventure melodramas plus a comedy short.

**Sun. 20th. & Mon. 21st. "GIDGET"** is a romantic comedy drama superbly photographed in CinemaScope and Eastman Color and stars Sandra Dee, James Darren and Cliff Robertson. (U)

**Tues. 22nd. & Wed. 23rd. "HIGH SCHOOL CONFIDENTIAL"** starring Jan Sterling, Diane Jergens and Russ Tamblyn is a MetroScope collegiate melodrama dealing with the activities of a seemingly bumptious teenager, actually an anti-narcotics agent, and is strictly **Adult entertainment.(X)**

**Thur. 24th. & Fri. 25th. "THE NIGHT WE DROPPED A CLANGER"** is the recommended film of the month and is described above.

**Sat. 26th. Children's Matinee. "WRANGLERS ROOST"** starring The Range Busters is, of course, a Western. There is a comedy short in the same programme.

**Sun. 27th. & Mon. 28th. "BLIND DATE"** featuring Hardy Kruger, Micheline Presle and Stanley Baker is an off-beat crime melodrama with romantic attachments. An intriguing and ingenious story with first class acting. (A)

**Tues. 29th. & Wed. 30th. "LIBEL"** starring Dirk Bogarde, Olivia de Havilland and Paul Massie is a trial melodrama adapted from Edward Woolf's play, covering a libel suit brought by a baronet accused of being an imposter. (A)

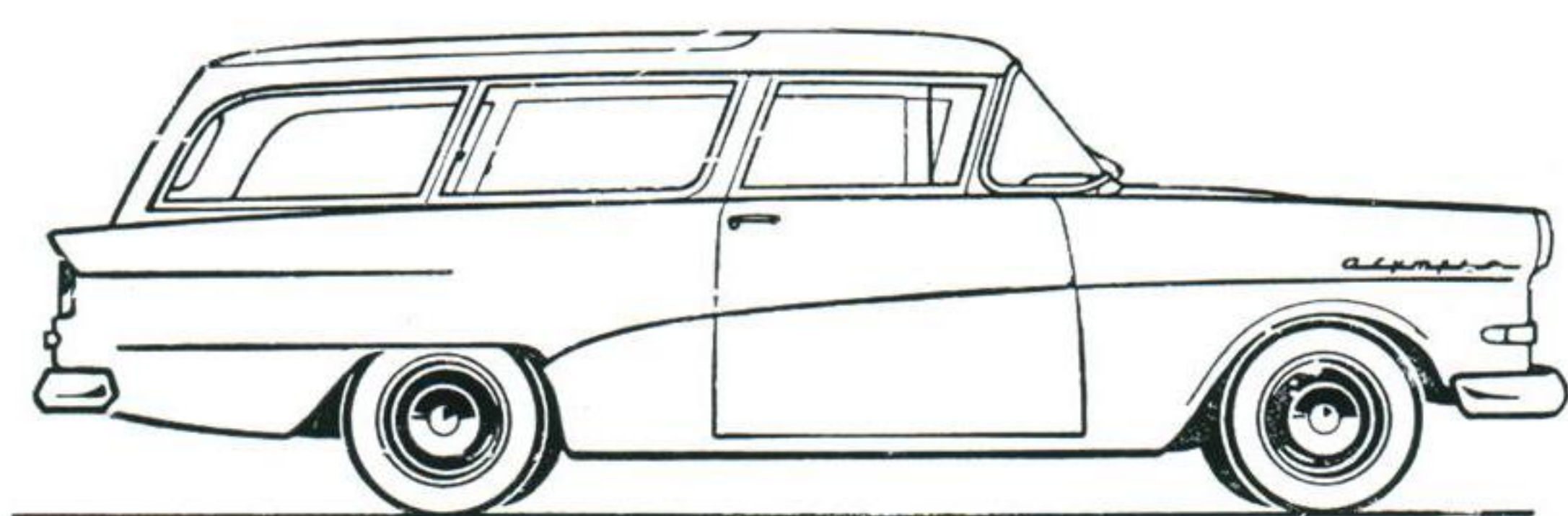
**Thur. 31st. & Fri. 1st. "NORTH BY NORTHWEST"** starring Cary Grant, Eva Marie Saint and James Mason is a VistaVision and Technicolor suspense comedy melodrama, describing a U.S. business executive's brief, though hair-raising brush against enemy spies. (A)

**Sat. 2nd. Children's Matinee. "PIRATE SUBMARINE"** a seafaring adventure melodrama with plenty of action, plus a comedy short.

Show times on and after 3 Apr will be: Sun and Fri, 1815 and 2045 hrs; Mon-Thu inclusive 2000 hrs only.

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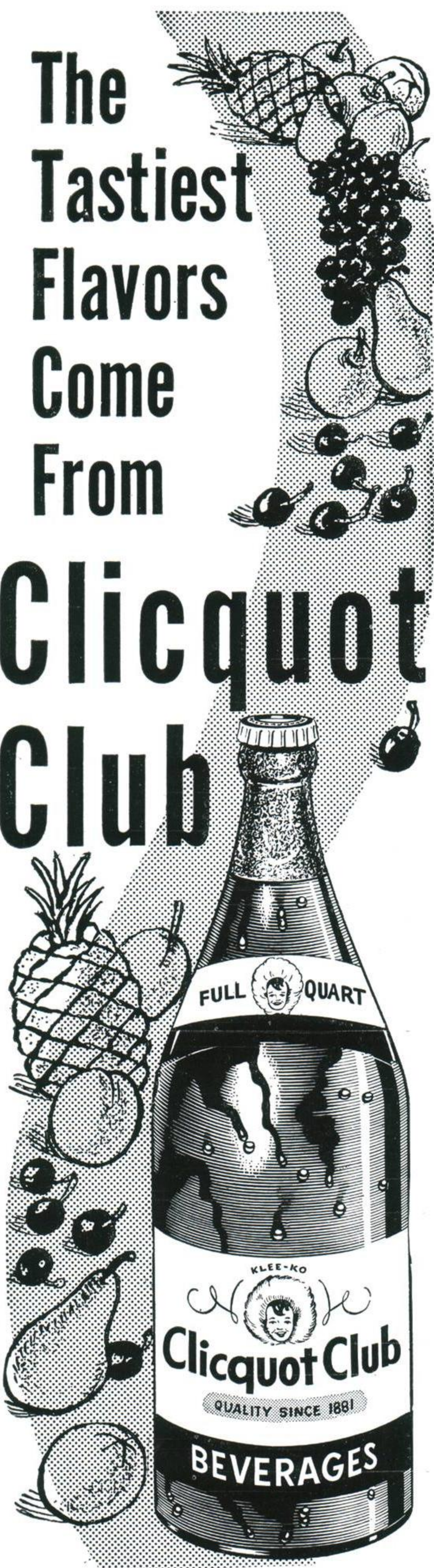
"GIRL OF THE MONTH"



*Nadine Tallier*

*Nadine Tallier is a French girl and, incidentally, blonde. She is presently making films in England.*

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## Rhine Valley Park School

On February 19, 1960, Rhine Valley Park School was visited by His Excellency H. M. Reid; Canadian Ambassador to Germany; Mrs. Reid; Colonel E. W. Henselwood, Military Attache, Bonn; Mrs. Henselwood; G/C McNair; Mrs. McNair; and F/L Desnoyers.



The visitors are viewing a boy's basketball game in the gymnasium. Students from Forms 9 B and 10 A are participating.



His Excellency H. M. Reid, Mr. Simpson, and Mrs. Reid are seen viewing some of the students' Art shown by Mr. Hilliard, teacher, Annette Reed, student, and Mr. Fischer, Art teacher.



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## Air Division Badminton Tournament

The 1 Air Division Badminton tournament held at 3(F) Wing on 17th and 18th Feb saw 1 ADSU win the tournament trophy with a total of 23 points. Also to 1 ADSU went individual trophies for men's doubles and singles champions. 2 (F) Wing placed second with 21 points and the mixed doubles champion; 4 (F) Wing placed 3rd, ladies doubles champions and 17 points; while 3 (F) Wing placed 4th, 17 points and the ladies singles champions.

The following were point winners for the 4 (F) Wing team.

|                                |   |        |
|--------------------------------|---|--------|
| LUXTON – FAIRHEAD              |   |        |
| Ladies doubles champions       | = | 5 pts  |
| LUXTON                         |   |        |
| Ladies singles – runnerup      | = | 3 pts  |
| CARLE – LUXTON                 |   |        |
| Mixed Doubles – Semi finalists | = | 2 pts  |
| GELINAS                        |   |        |
| mens singles – 1/4 finals      | = | 1 pt   |
| PATTERSON                      |   |        |
| mens singles – 1/4 finals      | = | 1 pt   |
| FAIRHEAD – FAIRHEAD            |   |        |
| mixed doubles – 1/4 finals     | = | 1 pt   |
| CARLE – JOHNSON                |   |        |
| mens double – 1/4 finals       | = | 1 pt   |
| GELINAS – PATTERSON            |   |        |
| mens doubles – 1/4 finals      | = | 1 pt   |
| BARRAUD                        |   |        |
| Ladies singles – 1/4 finals    | = | 1 pt   |
| FAIRHEAD                       |   |        |
| Ladies singles – 1/4 finals    | = | 1 pt   |
| Total                          | = | 17 pts |

### How much have you earned in the past ten years?

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|-------------------------------------|-------------------------------------------------|----------------------------|----------------------------|----------------------------|
|                                     | Total Earnings In 10 Years                      | Total Earnings In 20 Years | Total Earnings In 30 Years | Total Earnings In 40 Years |
| \$ 100                              | \$ 12,000                                       | \$ 24,000                  | \$ 36,000                  | \$ 48,000                  |
| 150                                 | 18,000                                          | 36,000                     | 54,000                     | 72,000                     |
| 200                                 | 24,000                                          | 48,000                     | 72,000                     | 96,000                     |
| 300                                 | 36,000                                          | 72,000                     | 108,000                    | 144,000                    |
| 400                                 | 48,000                                          | 96,000                     | 144,000                    | 192,000                    |
| 500                                 | 60,000                                          | 120,000                    | 180,000                    | 240,000                    |

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# Defence News

## Rockets and Missiles

Canadian defence research scientists are working on a new high-altitude rocket — the Snow Goose which may be ready for launching next year. Reports from Ottawa say that it would be a follow-up of the Black Brant rocket, four of which were launched last fall from the research base at Fort Churchill on Hudson Bay. More firings of the Black Brant are planned before the Snow Goose is launched. The Black Brant reached altitudes of about 70 miles and it is planned to propel the new rocket to about twice that height. As with other devices, the Snow Goose will carry a nose-cone full of instruments to study the outer atmosphere. The Snow Goose, like the Black Brant rocket, will use solid fuel as a propellant. Various kinds of solid fuel are being manufactured and tested by the defence research board.

The "Toronto Star" states that Bomarc missiles, with a range of only 300-odd miles, are insufficient on their own for the air defence of the Canadian sector of the North American continent. They must be backed up by manned interceptors that can both identify planes that turn up unexpectedly on DEW-line radar screens and also, in the event of an attack, range wide over areas of the north that Bomarc and other fixed defences would not be able to cover.

## Statements By The Minister of Defence

The core of Canada's foreign policy and defence strategy is based on the principle of collective security. Defence Minister George Pearkes said Canada must contribute its fair share of forces and aid, to sustain and strengthen the integrity of our alliances. Speaking in Guelph, Mr. Pearkes said the Federal government is dedicated to a search for lasting and sincere disarmament and a lessening of world tension. Mr. Pearkes said that until an effective policy of disarmament was worked out Canada must maintain its military effectiveness. Russia has claimed that an open nuclear war was no longer inevitable. However, Mr. Pearkes said that any defence policy must provide for the unforeseen and the changing nature of any threat of war.

Defence Minister Pearkes however replied "No" when asked recently in the Commons whether it is true the government has decided to buy a manned interceptor from the United States.

Anticipating opposition questions concerning the sixth straight failure to fire a Bomarc-B at Cape Canaveral, Mr. Pearkes said he had been in touch with U.S. Defense Secretary Gates. Without bothering to change the wording, Mr. Pearkes read to the House a statement which Mr. Gates was apparently issuing in Washington. Mr. Pearkes said construction of the Canadian Bomarc bases was continuing in order to have the bases ready for delivery of the missiles. The Bomarcs are to be installed late next year. Some \$ 10,000,000 has reportedly been

spent on the two bases so far and another \$ 20,000,000 will be spent in the coming fiscal year. Canada's over-all investment in the Bomarc program is expected to be around \$125,000,000.

## Civil Defence

A man who has faced the fact that Civil Defence is here to stay — at least for as long as the threat of nuclear bombs and atomic fallout persists — is Major General M.H.S. Penhale. He goes a good deal farther than most people do in his insistence on making it part of our daily lives. He wants children in school to be taught what to do in case of atomic attack in the same way they are taught what to do in case of fire. As an insider faced with the frustrations of trying to lead an apathetic public, he is willing to concede that there is something wrong even with the name of civil defence. "Emergency survival" has a better ring to it, more accurate and provides the chance to "make a clean break with the past." On the senior government level, evidence from Gen. Penhale and from other sources is that civil defence is now in a better state of organization than it has been in the past. It is still far from being able to do an effective job protecting Canadians in the event of attack.

## Army Selection

The Canadian Army has become more selective in its choice of recruits. Supply and demand have enabled the service to lay down higher standards of entry for young men wishing to become soldiers. An Army spokesman in Ottawa said that because of a greater number of volunteers wishing to enter the regular army, recruiting officers could now be more selective and stricter with their standards of entry. The age limit has been lowered from 32 to 25 years and recruits must have an aptitude test rating of 115 instead of the previous 99. Married men are also ineligible to join. The spokesman listed four reasons for the change of standards: the Army has its full complement of 49,000; regular soldiers are re-enlisting for additional service; more applicants than are needed want to join the Army; and finally, the modern army needs better trained soldiers to handle the complex problem of the nuclear age.

## \$ 1.4 Million to Improve Comox Base

The Department of National Defence will spend \$1,417,000 on capital works at Comox Air Force base during the 1960-61 fiscal year. Estimates tabled in the Commons showed the RCAF will complete construction of 100 married quarters at the base at a cost of \$700,000. A combined mess will cost \$325,000 and ground facilities for the new Neptune sub-killers \$263,000. An estimated \$1,550,000 will be spent at Holberg, on the north end of the Island. The figure includes \$1,200,000 for married quarters, and \$75,000 for a chapel (Victoria Times).

## TAUNUS 17M

### Eugen Scheibel KG.

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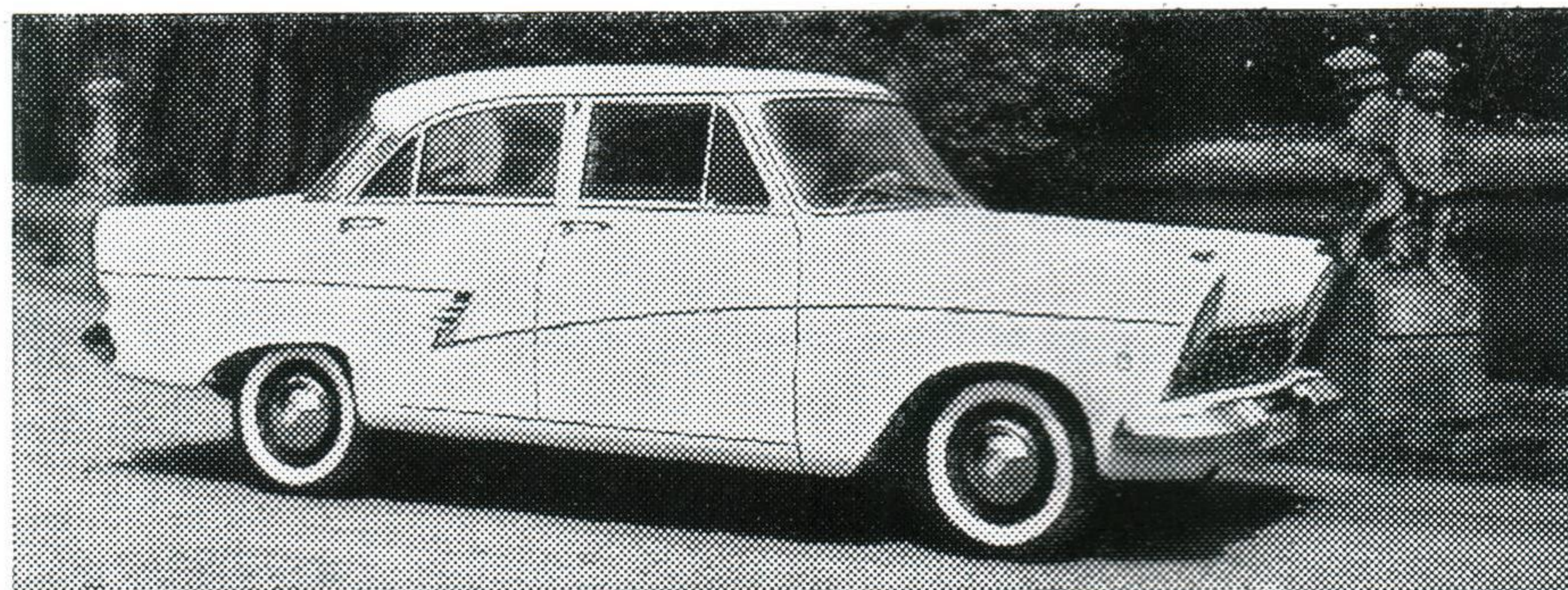
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## Canadian News

### Ontario Budget

Canada's most industrialized and populated province, Ontario, will be spending more than one billion dollars in the coming fiscal year with special emphasis on education, health and municipal aid. The provincial treasurer, James Allan, in bringing down his budget said Ontario is in excellent economic health and the prospects for the year starting 1st April are undiminished. He forecast a continued upswing in revenues and announced no new taxes or tax increases. Mr. Allen told the Ontario legislature that during the past year new ground was broken in nearly all major fields of economic activity. He reported records in population — more than six million — in employment, production, personal incomes and retail sales.

### House of Commons

It is considered almost certain that the Canadian House of Commons will hold a free vote on whether to abolish capital punishment. Prime Minister John Diefenbaker indicated this when he said in the House that another day would be devoted to discussions on the private bill submitted by Frank McGee, a Conservative, calling for the end of the death penalty in Canada for murders. Public interest is running high over the House debate and the galleries were crowded. More than 50 House members have indicated their intentions to speak on the bill. The measure has already been given more time than is usually accorded a private member's bill in view of the importance attached to it. Not for several years has an issue in parliament attracted so much public attention.

### World's Fair for Montreal

Spokesmen for all political parties in the Canadian parliament have welcomed government effort to help the city of Montreal stage a world's fair in 1967. The proposed fair is to be part of the nation-wide celebrations marking Canada's 100th birthday. Prime Minister John Diefenbaker announced in the House of Commons that the Ottawa government is willing to pay half of the 40 million dollars that would be required in the preparations for the Fair. Mr. Diefenbaker noted that Canada still must get approval from the Bureau of International Exhibitions to hold a World's Fair. A cabinet minister, Postmaster-General William Hamilton, will present the Canadian application when the Bureau meets in Paris next month. If the Canadian application is approved, the province of Quebec will contribute 15 million dollars; the city of Montreal five million; and the federal government 20 million. The leader of the Opposition, Lester Pearson, said the idea of marking the centenary of confederation with a World's Fair was an attractive one. The House leader of the CCF or Socialist party, Hazen Argue, expressed similar sentiments.

### Russian Submarines

A British rear-admiral on a visit to Canada, said it's well known that Russian submarines have been operating off the coast of Newfoundland, but there's nothing Canada can do about it, since the Russians are using the high seas. Rear-Admiral Hezlet said further that there's a very good reason for their presence near Canadian waters. They're interested in Canada's Atlantic coastline. They're also interested to learn how long they can keep it up before they're detected. Rear-Admiral Hezlet was speaking at a news conference in Halifax, Nova Scotia, on Canada's Atlantic coast. He is flag officer of the Royal Navy's submarine fleet. Two British submarines are based in Halifax, on loan from the Royal Navy. They are helping to train the Atlantic fleet in anti-submarine warfare.

## Recommended Library Reading

### ANNE FRANK'S DIARY

Anne Frank was 13 years old, when, in 1942, she, her parents and sister, being Jews, went into hiding in the sealed-off back rooms of an office building in Amsterdam. Later they were joined by 4 others. In August, 1944, they were betrayed to the Gestapo and taken to concentration camps, where, with the exception of Anne's father, they perished. This book is the diary Anne kept during the whole of those tense two years. This brave, lively, poignant record is not only deeply moving as a story but remarkable as the revelation of a young girl's mind.

### EXODUS — Leon Uris

Exodus is a tremendous novel. It has within its pages the whole history of the State of Israel. It is written with passion, knowledge, cunning, and a flaming patriotism for the Jews. It is detailed, understanding, and horribly fair. Some of the descriptions of British activities in the early days of the new state have been conveniently forgotten. Their re-emergence is going to make many people very angry or very ashamed.

### PARRISH — Mildred Savage

Parrish is a 19-year-old youth who comes to a tobacco plantation in the Connecticut River Valley with his mother, who is to be the governess of a rich planter's daughter. He grows into full manhood in the valley and plays his part in the fierce and bitter rivalry that rages between the old established planters and the powerful outsider, Judd Raike, who began as nothing and whose shrewd and brutal skill at acquiring land now poses a threat to them all.

### BELOVED INFIDEL — Sheila Graham & Gerold Frank

Brought up in the nightmare world of an orphanage in the East End of London, Sheila Graham's meteoric rise to fame on the stage led her into the glitter of London Society. In the 1930's she found her way to Hollywood as a columnist. Besides her own incredible career, she described, in intensely personal terms, the final chapter in the life of Scott Fitzgerald, the American writer who was a legend to his generation. During the last four years of his life, Sheila Graham was his close companion.

---

## 4 (F) Wing Food Services Honoured



Corporal Frank Carrigan, one of the Wing messing supervisors, and two German civilian cooks employed in the Airmen's Mess, admire a diploma received from officials of the International Cooks Club in appreciation, of the Wing's food displays in the 62nd Gastonomic Festival in the Kurhaus at Baden-Baden last October.

## Protestant Guild News:

Movies of Japan shown by a Canadian and a talk about Canada given by a German, were featured at the meetings of the Guild.

Mrs. McNair obtained the most scenic and interesting pictures of Japan and as she commented on them, the ladies present were soon eager to visit the Orient. F/L Webb assisted with the showing.

Guest speaker, Miss Christa Droscher of Baden-Baden, related her impressions of Canada. She and her sister emigrated to Canada as a result of the current impression of unlimited riches in the new world. However, instead of gaining material wealth she was awakened to a deeper sense of spiritual values.

She found in the Canadian way of life and in our church worship a more vital approach to Christ's teachings. "This is understandable", she said, "for since the Reformation and even preceding it, there was a leaven of new thinking which continually gained momentum".

Freedom-loving and zealous people emigrated to the new world to put into practice their new way of life. Emphasis was laid on the reading and teaching of the Scriptures and their application to the individuals and to everyday living.

We in Canada possess a precious religious heritage bequeathed to us throughout the centuries by great religious thinkers, hymn writers and preachers.

Miss Droscher pointed out the number of Good Friday crosses in German churches compared to the Easter, or plain crosses, which are seen more in Canada and which express our belief in a risen Saviour.

The Canadian visit compelled the two girls to take further training in Canada and return to Germany as ambassadors of their faith from the new to the old world.

The guest speaker pointed out that one of the experiences to confront a new-comer to Europe is the different standard of measurement. After much confusion at first, the terms kilo, meter, kilometer gradually become familiar.

Standards of measurement occupy many of our thoughts and determine many activities. We strive to comply with accepted popular standards and fail, sometimes, to measure some of the most satisfying and rewarding experiences. Do we measure the time or talents we give to God's service? John Milton, the blind poet, wrote on his twenty-fourth birthday:

"How soon hath Time the subtle thief of youth.  
Stoln on his wing my three and twentieth year!

All is, if I have grace to use it so.  
As ever in my great task-Masters eye.

Our Heavenly Father has a measure for us that may differ from our ideas, but which if fulfilled would add peace, purpose and zest to everyday living.

One of the greatest living men of our century is Dr. Albert Schweitzer. He is a philosopher, theologian, musician, and mission doctor. He was winner of the Nobel Peace prize in 1952.

His home was at Gunsbach, a little village at the foot of the Vosges Mountains of France. Throughout his life he has periodically returned there. It is not far from 4 (F) Wing and it is interesting to visit the little church where he played the organ and in which his father preached.

He is one of the greatest interpreters of Bach's music and his writings on the musician's life are accepted authority. He attended the University of Strasbourg and became Principal of the Theological College where he gained international fame and set the stage for a brilliant scholastic future.

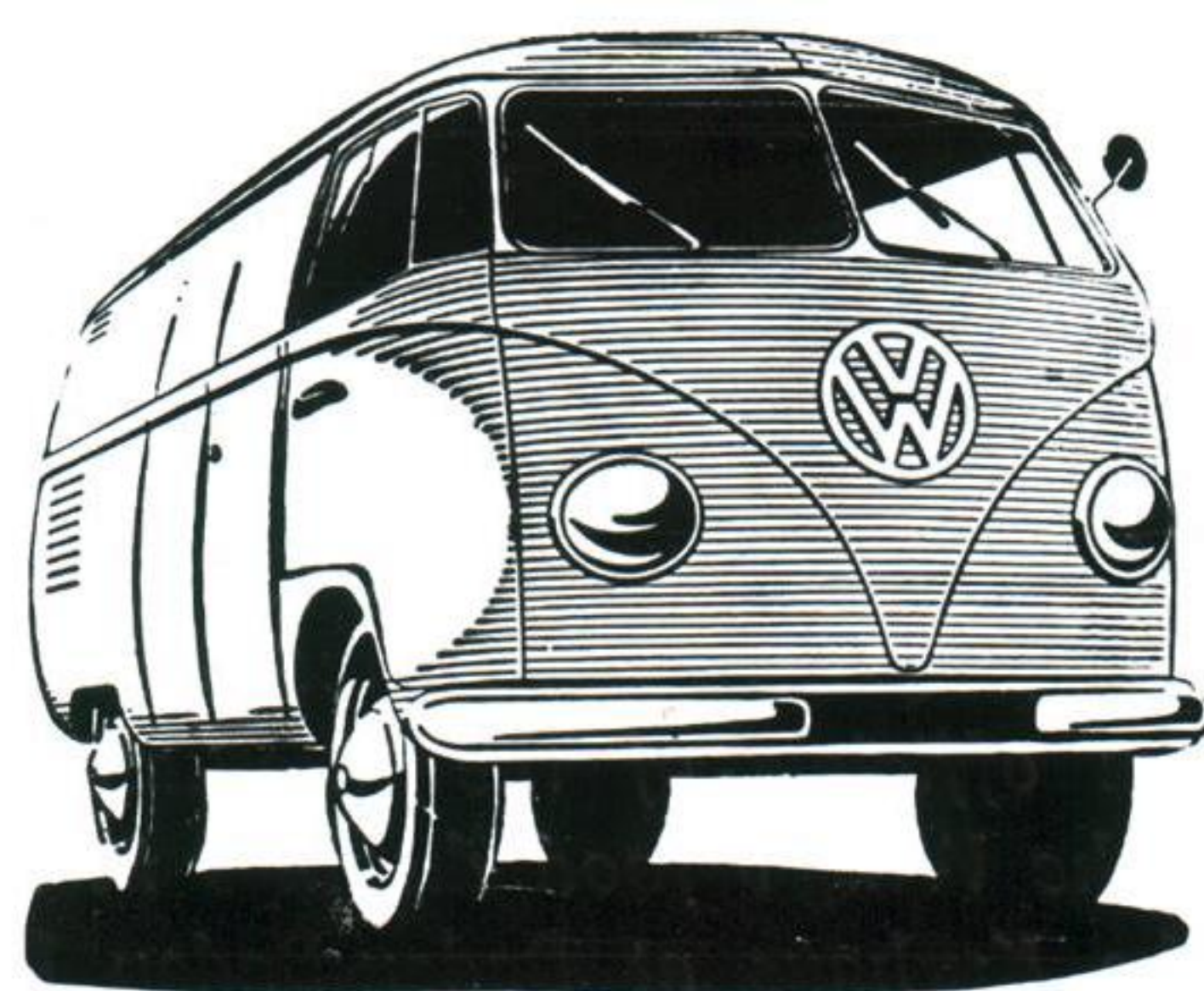
He studied medicine to enable himself to carry out his enterprise of healing at Lambarene, French Equatorial Africa. His wife, also an accomplished scholar, became a nurse to share in this project. They have carried out this ministry of healing among the natives and established a hospital for lepers. He strives to achieve Christian discipleship by interpreting the gospels as practical guides to living on Earth.

**Note:** Bazaar committees are planning for 1960. Your ideas and help will be appreciated. Prior to repatriation if you have any white elephants, kindly leave them at Bldg 26/2 or 26/6. The Guild wishes to thank those who have donated Christmas decorations.

### 4 (F) Wing Leap Year Baby



Robin Louise, seven pounds, born to Sgt & Mrs. C. Wood at 2130 hrs on the 29 February, 1960.

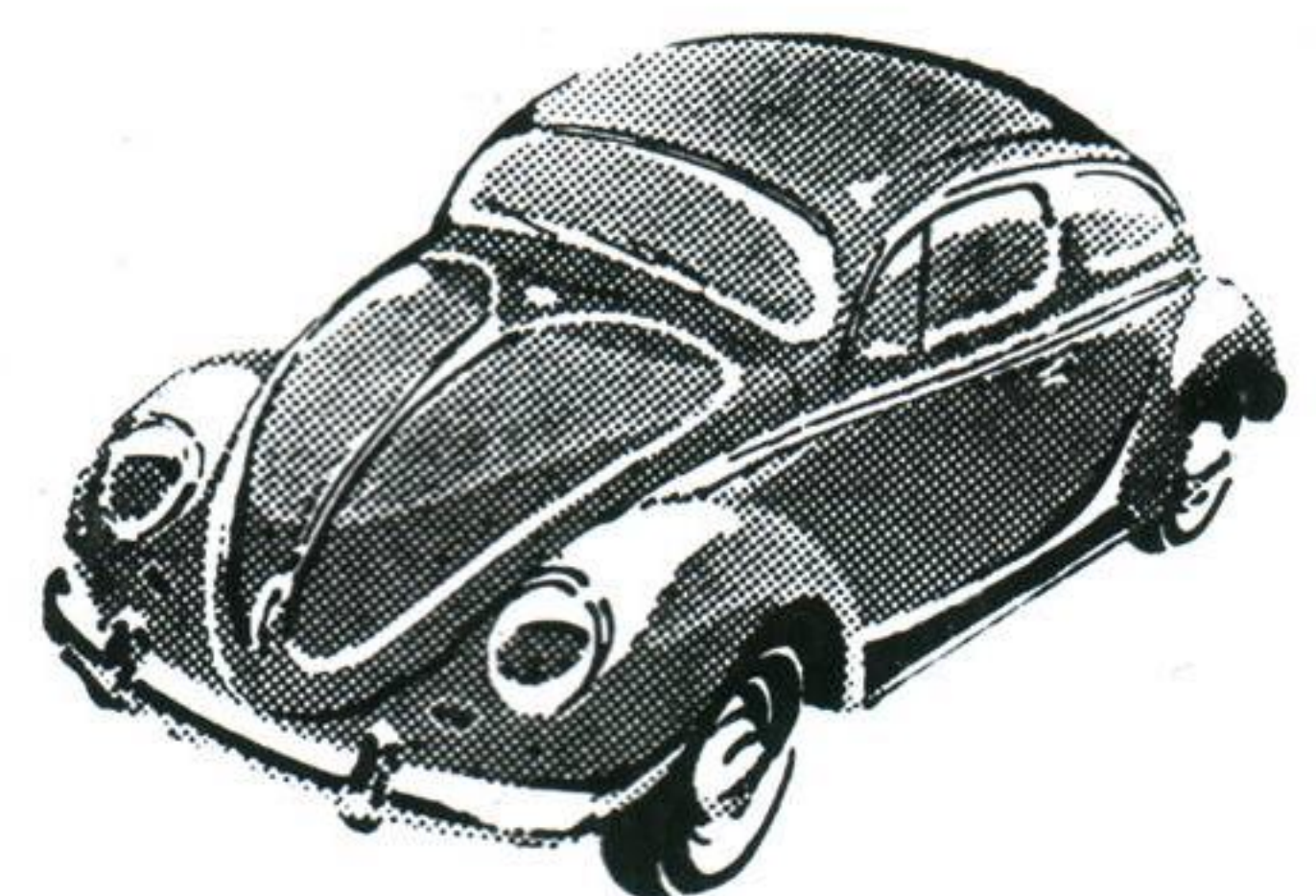


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## Boy Scouts

In this month's issue of the Flieger we would like to give you some important facts of Scouting.

### Its Origin and Growth

It was started in England, with a small experimental camp, in 1907 and came to Canada in 1908.

In 45 years it has spread to 99 countries, including parts of the British Empire.

There are approximately 5,500,000 scouts in the world today. Some 11,000,000 boys have benefitted from Scout training since the movement began.

There were over 150,000 Scouts in Canada at the end of 1953, and nearly 1,700,000 in the British Empire.

### Its Programme and Method

It divides its membership into three age groups

- (a) Wolf Cubs, boys 8 to 11<sup>1/2</sup>
- (b) Boy Scouts, boys 11<sup>1/2</sup> to 17.
- (c) Rover Scouts, young men over 17.

It aims to develop —

- (a) a cheerful, resourceful, good-neighbour type of character
- (b) the practice of good health habits
- (c) a hobby-handicraft interest that may help a boy find his niche in life.

It teaches, chiefly by games and outdoor activities, to develop faculties of observation, resourcefulness and co-operation.



Top row Fathers, Left to right: LAC Gagnon, FS MacWilliams, LAC Thompson, F/L Sabey, Cpl Card, Cpl Godbout.

Second row Sons, Left to right: Mike Gagnon, Brian McWilliams, Martin Thompson, Kenneth Sabey, Mervin Sabey, Terry Card, Jean Ines Godbout.

It recognizes no class, racial or religious distinction. Scouts the world over are Brother Scouts.

### Its Promise, Law, Slogan and Motto

Every Scout promises that he will do his best —  
To do his duty to God, and the Queen,  
To help other people at all times; and  
To obey the Scout Law.

The Scout Law calls for: Honour, Loyalty, Usefulness, Brotherliness, Courtesy, Friendship, Obedience, Cheerfulness, Thriftiness, and Cleanliness in Thought, Word and Deed.

The Scout Slogan is —  
Do a Good Turn Every Day

The Scout Motto is —  
Be Prepared.

### Its Emphasis

Scout training lays its greatest emphasis on Honour and Loyalty.

It speaks constantly of "playing the game".

One of its key activities is Woodcraft. A Scout learns to camp, cook, hike and generally look after himself while in the open.

It places great weight on the need of every boy having a hobby, which may lead to a life work. There are more than eighty different Scout Proficiency Badges (hobby subjects).

### Benefits for the Individual Boy

Scouting fills a boy's spare time with healthy occupations in healthy company.

He develops initiative and self-confidence.

He learns thoughtfulness for others, through the good turn every day.

The Scout acquires a real knowledge of nature lore and woodcraft, — with all its benefits to health and mind.

### Benefits for the Community

Adequately supported (by assuring a suitable meeting place, etc), Scouting will save certain boys from becoming community "problem cases"; not infrequently such boys, through the guided adventure-outlet of Scouting, become notably enterprising and valuable citizens.

The Scout Group is in fact a Junior Service Club, and can be useful to the community in many practical ways. In both peace and war Scouts have rendered much practical service.

At Christmas, Scouts have for many years operated a chain of Toy Repair Shops that have supplied gifts for thousands of children of needy families in town and country.

### Scouting at 4 (F) Wing

Scouting this month at 4 Wing has been more or less a combination of Cubs, Scouts, Brownies and Guides. As almost everyone knows, on the 21 Feb a mass Church parade was held for all who take part in Scouting. We would like to thank Padre L. Mould and Father Dupuis for holding the services.

On the 24th Feb we had a Father and Son Banquet. We thank our Group Committee and the Staff of the Airmen's Mess for preparing such a delicious supper. After the supper movies of last year's Scout camp at Wiltz, Luxembourg, were shown. Skits were put on by Number 2 Troop and Sabre Pack; Sabre Pack's skit had to be played by the fathers of the Sabre Pack Cubs. This little skit was a relay which required carrying a block of wood on the head. Number 2 Troop's skit was an international one played by the boys themselves. This skit was done very well by the boys.

As for Troop and Pack activity we have no news this month, but for next month there should be much of interest to all Scouts and Cubs on the activity going on in their Packs and Troops.

Don't forget to buy your Star Weekly and the Globe and Mail; at your door or when you go to the Station PX.



# Touring our Flugplatz



419



SQN

by F/O Erik Neilson

With this year's outdoor activity just a matter of a few months away, we were all most interested in what Bill Penfold had to say about his recent course in England. Bill cut a sorry figure as he hobbled in on feet which resembled nothing so much as a pair of hamburgers. He gave us the impression that the main emphasis of the course was on footwork; it didn't have to be fancy, but you had to do a lot of it. Tramping over hill and dale for sixteen hours a day with two hardened British commandos for travelling companions convinced Bill that the sedentary life we aircrew lead just isn't the answer. To those of us who will be taking to the woods this June, he has plenty of advice to offer on such matters as locating sleeping bags where they won't be six inches under water in the morning, etc. Bill's toes have finally uncrossed, and we're happy to say his limp is almost imperceptible now.

With the Fasching season safely by, it's nice to observe that everyone managed to have a good time without any serious mishaps as are wont to happen when the grape flows freely as it does at this time. It may have been a good thing we were on Zulu during the peak of the season; with the prospect of working every second day, no one launched a real lost week-end, and while there were big heads and fuzzy tongues aplenty, there were no serious consequences. Perhaps not everyone would go along with this: we still remember the look of anguish on Bob McKendry's face as he pleaded in vain for some one to take his hour and a half so he could see to a blooming friendship at one of the local gasthauses.

Of course, Fasching is a great time for making friends with the local citizenry, though this can sometimes lead to inconvenience as Denzil Davies will tell you. He left a gasthaus one night to find that some souvenir hunting native had made off with his car battery, no doubt as a memento of a Canadian friend. This gasthaus must be surrounded by particularly friendly people however, as several others on the squadron have had similar experiences with their cars parked there.

419's hockey team is currently embroiled in a hectic semi-final series with Wing Maintenance. The series is knotted at

one game a-piece to date, and since this team has been our boys' nemesis all season, predictions on the outcome can be embarrassing, especially since the results will be old hat by the time this goes to print. All the same, we would like to think the Moosemen will cop the marbles in seven games. One prediction we're not afraid to make however, is that the hockey fund will reach a new high this season. Insurance salesmen take a back seat to our promoter and chief raffle ticket seller, Syd Quickfall, and if you can get away without buying at least a half dozen tickets on his latest draw, you have a lot more sales resistance than I.

In closing, I'd like to assure all those who have taken exception to the drawing of the "one-lunger" in the banner to this column, that we'll do our best to have it replaced by a good, honest working man's airplane.

## CHOP 110

F/O "Red" McCoy first saw the light of day in Woodbay, Manitoba, though he now calls La Rivierre, Manitoba his home. After high school, Red played the 1957-58 season with the Winnipeg Monarch junior hockey team, and proved to be a very valuable late addition to our squadron team. Joining the airforce in January, 1960, he arrived here direct from the pipeline via Moose Jaw, Gimli, and Cold Lake.



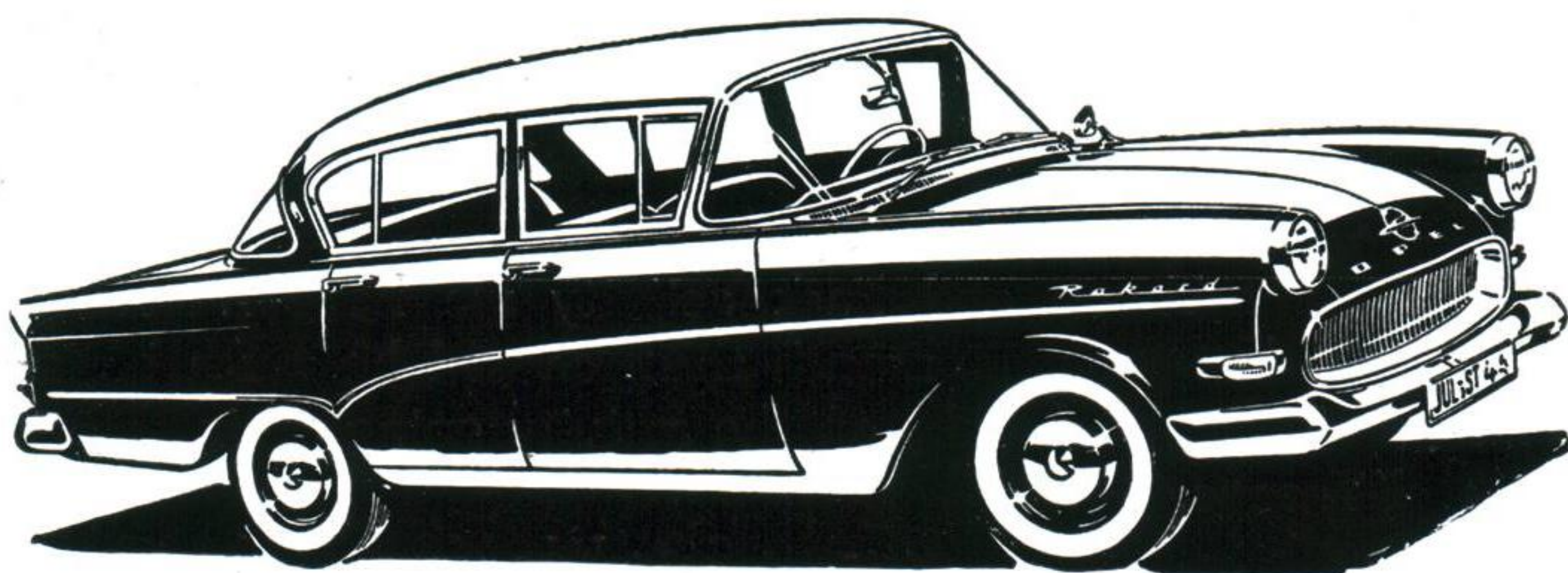
F/O McCoy



F/O Plante

## CHOP 110 1/2

Like his pilot, F/O Syl Plante is also a stubble jumper, born in Perigord, Saskatchewan, and later moving to Flin Flon, Manitoba. Syl joined the R.O.T.P. plan in 1955 while attending the University of Manitoba. About three weeks before finishing a long range navigation course he was non-plussed to learn that his whole course had been switched to A. I. After graduating with a BSc in Electrical Engineering in 1959, Syl completed his training arriving in 4 Wing early this year.



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422



Sqn

by F/O Luxton

Congratulations are extended to F/O GM Danford and F/O PA Hayes who have attained 1000 hours total sabre time.

Danny is fairly well known at 4 Wing having been here since May of 1956. The magic number of 1000 was logged on Trophy shoot day in Sardinia. Obviously the next mark of achievement will be the completion of 1000 miles of route marching.

Paul managed to get a start on his sabre time while a member of 411 squadron in Toronto. After completion of university Paul joined the regular force and hence to 422. Being 422's capable Squadron Adj. has in no way slowed down log book progress.

#### WAY TO GO CHAPS.

Congratulations are also due to F/O Pete Howe for the excellent show on the ski slopes. Keep it up Pete.

Arrivals and departures are in the picture again. While the squadron was in Sardinia F/L Stelter and family left for Toronto where John will take up the recruiting business. Newies on the sqdn. are F/L Bill Kelly and F/O Murray Thom. Bill, a B.B., has come to the sqdn. from CFS Trenton while Murray, a new member for the SMU, has arrived via the pipe line. Welcome to 422 newies.

Fasching has been a way of life with the SMU for the last couple of weeks. This has at times been quite evident but ask any one of the participants, they all consider that this is definitely the answer.

Zulu seems to be the password for the next while, that is for some members of the sqdn. The rest are doing their best

#### 1,000 hr Men:

F/Os Danford and Hayes being congratulated by the OC 422 sqn, S/L Murray, on their attaining 1000 hrs sabre time.

to get that last bit of leave before it is swept away completely.

This seems to be a suitable place to announce 422's design competition. Presently we are lacking sufficient wall space within the sqdn. All designs will be considered by a panel of qualified judges and the prize, to go to the originator of the best design will be a new WALL CHART.

## Tomahawk Wives Talk

By Pamela McArthur

With the end of the air force fiscal year nearing, and in spite of the extra day this month, the brief month of February saw, as usual a lull in social activities. Many people have taken off on holidays, using up the allotment of days not included in the compulsory leave we got last summer.

On Friday, the 5th, a "newie" was introduced to 422 officers' wives, at an afternoon Sherry Party given by Mrs. Helen Murray. Mrs. Stella Kelly is the mother of two lively boys, Bill Jr. aged 1½ years, and Michael, 7 months. We hope she enjoys her tour at Four Wing and makes many new friends both within and outside the squadron.

The regular monthly coffee party was held at the home of Mrs. Isabel Helm on Friday morning, the 19th, and was a great success, both as a get-together for the mothers, and as a chance for group play for the numerous tots who also put in an appearance.

Card enthusiasts this month gathered at the home of Mrs. Helene Morris on Tuesday evening, the 23rd February, for the usual bridge game. New members of 422 wives, and those who are shy about their bridge ability, are reminded that they may serve as substitutes if they do not wish to play regularly, or on the addition of four beginners, another table may easily be set up, as this year's club has only two tables. There are still four months to go before organized social activity is suspended for the summer. Might as well make the most of it.



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444



SQN

by F/O GLEN

We are back this month after missing last month's deadline with the news from 444.

Back in January, Dave Barker and family left us to go back to the old homeland. Dave went to Portage for a tour of instructing where the only ones in fog and haze are the students.

In February we bid adieu to Scotty Wrather and Barney Marsh, the "Jaguar Boys", and their families.

Scotty is going back to school at the university in Edmonton but we have a newie, Jock MacKay, who is taking over the duty as orator of the Hamburg Zoo.

Barney our stalwart adj., is going to be turned into a "scope dope" and he will be on the lookout for low flying submarines around Nova Scotia.

We are going to have a tough time finding people to fill their shoes in air fighting, the gunnery pattern, and squadron life. The squadron wishes them all good luck in the future.

Members of triple four seem to have put fasching to good use as usual; as a result there are not too many bright looking individuals in the morning. Last going away party, we had Ed Stone, an old 444 man, back from Chatham for a little fasching.

#### Jailer 54.

We would like to welcome a couple of newies to the squadron.

Raie Baltins is a recruit for the single men's union. He was born in Latvia but now calls Montreal home. Before joining the Air Force, he was employed by Canadair in the engineering section.



F/O Raie Balfins



F/O Len Novakowski

#### Jailer 33.

Our second newie, Len Novakowski, is a member of the "brown bagger" clan and has a couple of kinder. Len hails from Saskatoon where he had most of his education. He is also an ROTP type.

We hope they will enjoy squadron life as much as the rest of us.

Our public relations officer Rod Violette organized a tour of the squadron for the officers' wives. It was enjoyed by all who attended and now they have a better idea of what goes on.

Our groundcrew of A and B flights had a hockey game. Sterling performances were turned in by all and though I don't think the NHL has too many prospects, the crowd had a good time and were thoroughly amused. By the way it ended in a tie.

We would like to add our congratulations to 419 on their accident-free record for the year. Keep it up.

And to 422, we are glad to see you back. Now we don't have all these early morning zulus. We hope the cake was still fresh by the time you reached Sardinia.

We hear rumours Air Division is sending an observation team down to 422 squadron to evaluate a new project which has been brought to the attention of the incentive awards committee. This new project is lovingly called the "ABO BOARD" and is specifically designed to determine "The Ace of the Base". Best of luck with the snakes chaps.

We thought that all the people who sing our song might like to have all the words.

#### "Over the Flugplatz"

Number one came in to land,  
He grasped the throttle in his hand,  
The engine it refused to run,  
That's how we lost our number one.

#### Chorus:

Over the Flugplatz over the Rhine,  
Fuel's running short and so is my time,  
Show me the runway, lead me home,  
Back to the base I love.

Number two was high and hot  
Bags of speed he had got,  
Touch down came by GCA  
X marks the spot where he lays today.

#### (Chorus)

Number three was low and slow,  
He tried to crank it but no go,  
We heard him holler 'fore he hit the ground,  
"Soellingen Tower I should have gone around!"

#### (Chorus)

Number four on GCA  
His engine flamed out far away,  
He tried to glide to Hugelshiem  
But flicked and spun at Iffezheim.

#### (Chorus)



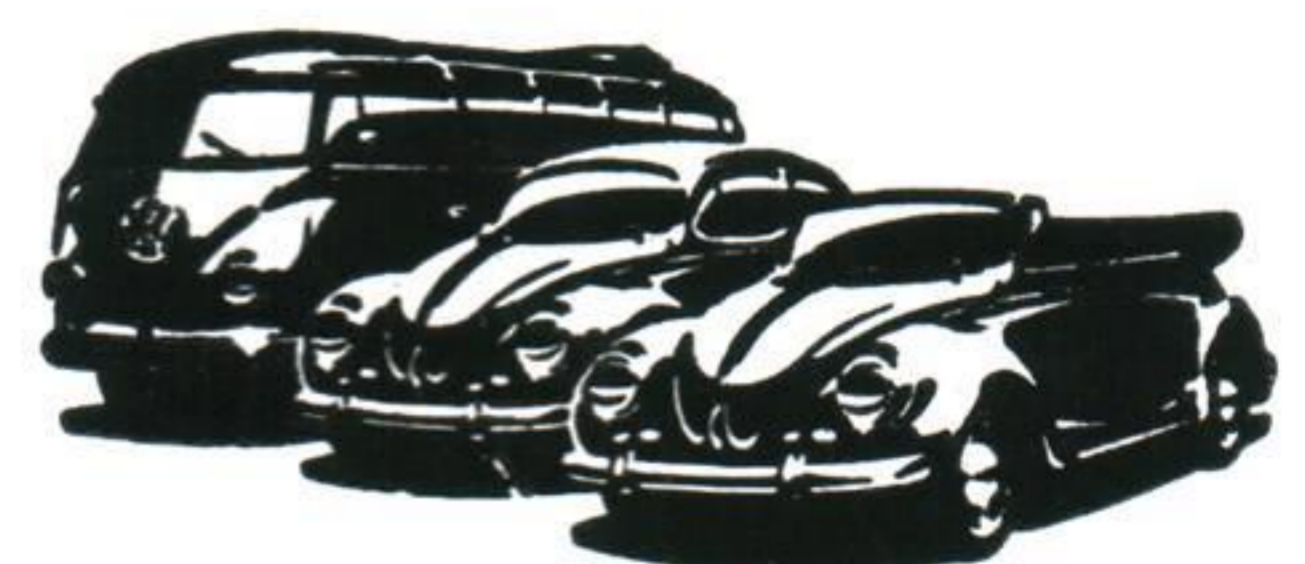
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## Soellingen Sally Reports

This being my last article for the Schwarzwald Flieger due to my repatriation and my release from the service, I wish to take this opportunity to wish the readers of this magazine Aufwiederssehen and at the same time introduce you to your new Soellingen Sally in the person of LAW Shufelt, who is now a permanent fixture (until wedding bells are heard) of the supply staff. Soellingen-Sally-to-be I hand you my pen, ink and the fame (I still don't know where the latter comes in).

Since I did not welcome anyone last month, I wish to say "Hello" and "Welcome to the troop" to LAW Piche, another addition to the Orderly Room Staff, who comes from 1 Air Div (big shot); LAW MacLaughlin, another of S/L Moakler's weather staff, Peanut came all the way from Stn Cold Lake; last but not least, Cpl Clark who is a member of the torture section; Sammy was down here last summer on TD she liked it so much that she decided to come back, what she liked I don't know, but I'm sure it's not the weather, — in England, you have smog fog and here in Germany we have honey-wagon fog.

Congratulations to F/O Barraud for her winning point (s) in the Air Div Badminton tournament — good going Mme.

Marge will be leaving sometime in March for the French paradise of 2 Wing, — wish you good luck in your studies and we will make sure that your favourite record WHY will still be in the snack bar; by the way, congratulations on your bomb — I don't know if it's safe. Genie is an expert at playing musical chairs; Marge is a great hand at putting up car roofs, Inkey is the unknown world champion figure skater, Lucie is the star of broomball, Penny is a connoisseur of vegetables, Gil's hobby is volkswagens; Taffy's aim in life is to take up where Elvis Presley left off a year ago, May enjoys popping

champagne corks and tasting the smooth flavour of it; Lorna is looking for a respectable, charming, handsome and rich German batchelor, — she loves the easy going German living. Shirley will probably become the chief buyer for Eatons, for housing articles. Mary wants to start a budgie bird business — but she has to learn how to make them talk. Terry loves to look at fur coats; it will cost you money, Bev. I guess I'd better stop now, if I've missed you, count yourself lucky, it's probably better that way.

Mo. has been engaged for quite sometime and she expects to be returning to Canada sometime this summer to join her prince charming. Jo took advantage of Feb and got herself engaged. Congratulations. I was also very pleased to hear that Gil has finally decided to take a trip to the moon with Sputnik in June; I'm sorry that this was not done before, I wanted to be here to wish you all the happiness in the world. Pete, an ex-airwoman, is a mother again, and this time of a beautiful baby boy — Congratulations.

Probably some of you are wondering what my plans are for civvy street; well I will probably get into the shoe-shine business, or get a job as a bartender — but don't be surprised if you see me selling pencils on St Catherine street. So once again, Adios.

## Tech Type Times

by LAC Fuller

Here we are again at the end of another fairly uneventful month, nothing very spectacular has happened but we've been kept busy.

FS McKay has just departed on thirty days leave and we will have to try to get along without him for that period. Meanwhile Sgt Hewitt will be the new "chief".

We have Sgt Wiens back from a few days annual sandba . . . er leave to help us "keepum flying".

There's a story going around the hangar that a certain LAC completed a DI and had the aircraft come back serviceable. There's still another story of still another LAC who had the clutch or was it the engine fall out of his car . . . ???

Well I shall have to stop now, for as you can plainly see I am running out of space . . .

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