

4 (F) WING (RCAF)

Schwarzwald Flieger



NEUSCHWANSTEIN

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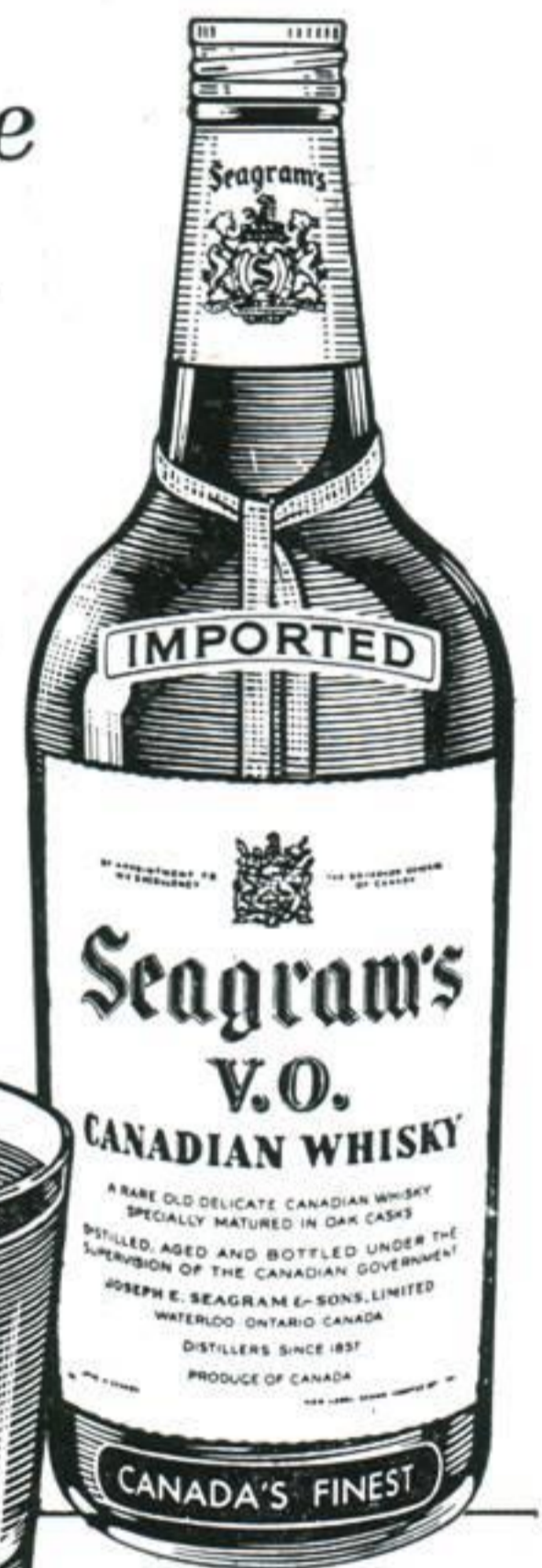
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A Memorable Parade



G/C McNair bids farewell to W/C Brown the retiring OC 419

Few CO's Parades are as eventful as the one which took place at 4 Wing on the morning of June 30, 1960. On this occasion, ceremonies were conducted during which W/C Brown handed-over command of 419 Squadron to his successor S/L Etienne. In spite of the chill breeze which penetrated the Number 6, Summers, the Commanding Officer's farewell words of thanks to W/C Brown and of welcome to S/L Etienne, were warmly endorsed by those on parade.



W/C Brown relinquishes command



S/L Etienne assumes new duties as Officer Commanding 419 Squadron

Also during the parade, Group Captain McNair announced the promotion of Flight Lieutenant Johnston to Squadron Leader and of Flying Officers Barraud and Hayes to Flight Lieutenant. News of the promotions had been, up until this time, a well guarded secret and came as a pleasant surprise even to the recipients. Congratulations are extended to the three officers from all 4 Wing personnel.



G/C McNair congratulates the three newly promoted officers. (Left to Right) F/L Hayes, F/L Barraud and S/L Johnston.

Rosenthal

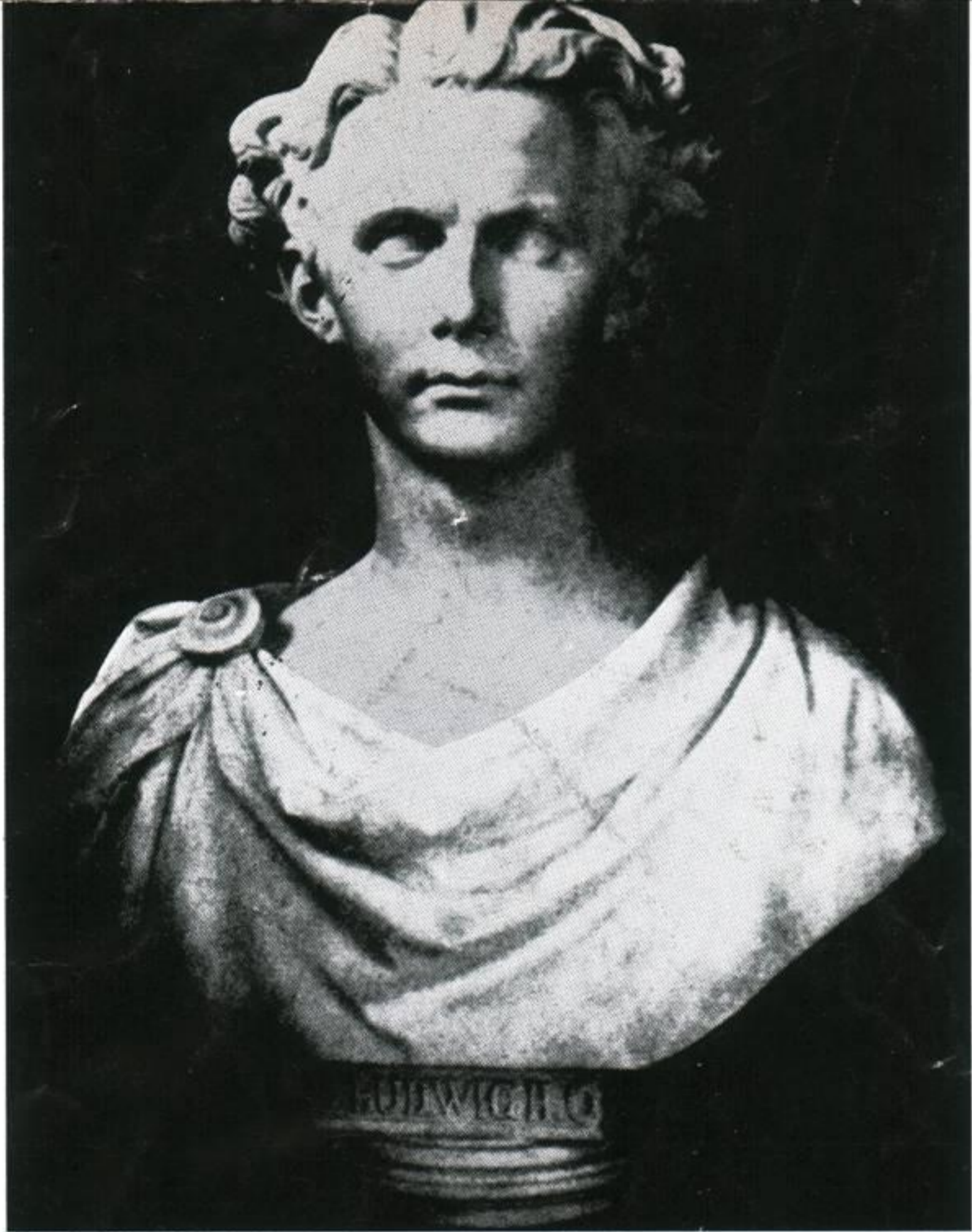
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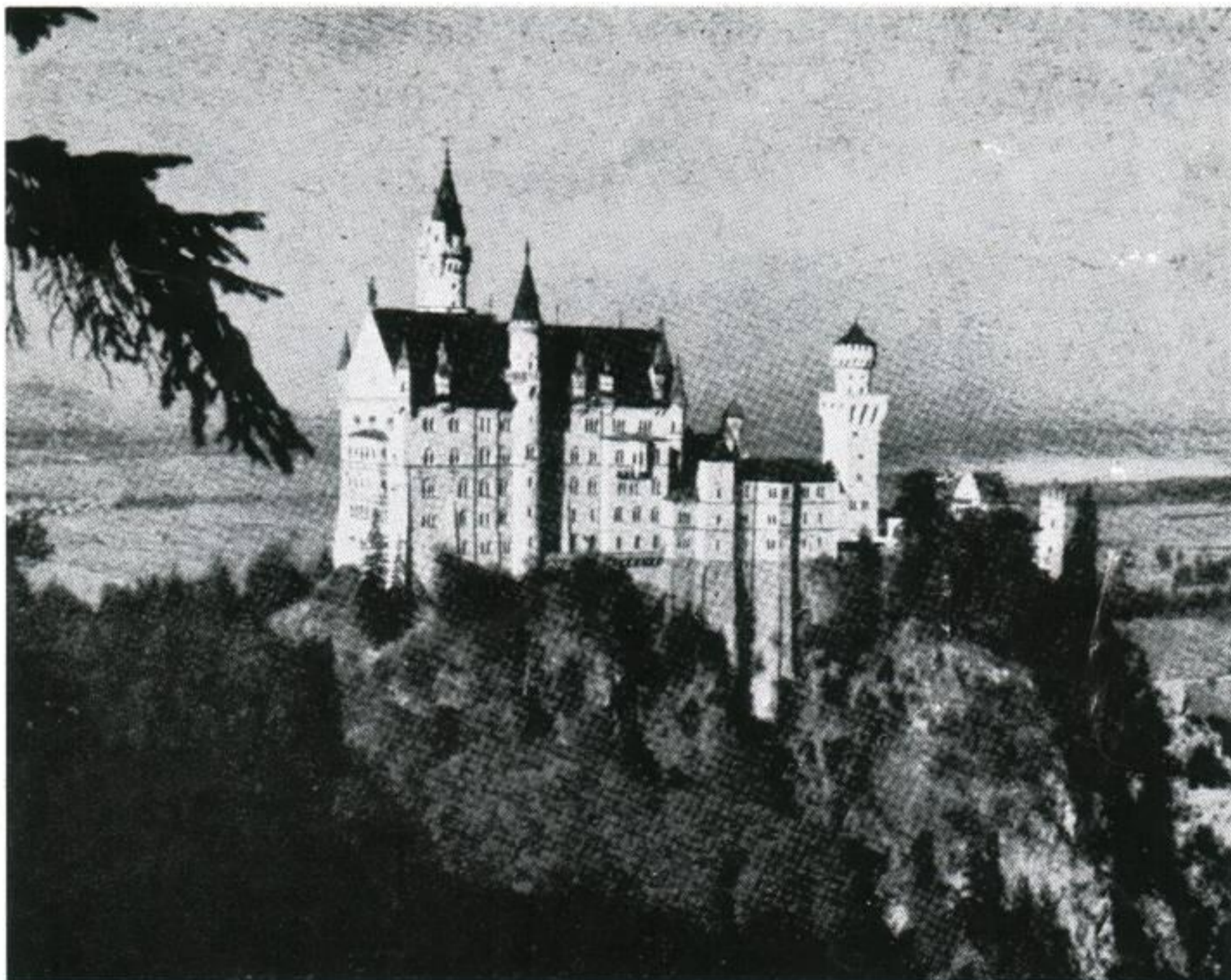
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Bust of King Ludwig II

Ludwig II of Bavaria, named after his grandfather King Ludwig I was born in Nymphenberg Castle, Munich on August 25, 1845. His father Maximilian II was a man of pensive disposition, but fully aware of the responsibilities of



The Castle viewed from south

his office, to which he devoted much of his time and energy. His attempt to bring about a confederation of southern states under Bavaria was among his chief endeavours. This and other important matters required that he be in Munich during



Füssen and its beautiful surroundings

Ludwig II and Neuschwanstein

much of Ludwig's childhood. The young prince, housed in an ancestral castle near Füssen, was left to himself to roam about the countryside on foot and later on horseback. He endeared himself to the farmers and villagers of that area who considered him a very beautiful child with the soft and tender look of a swan. They named him the "Swan Prince" and being very proud of the fact that he favoured their part of the country began to call it Schwangau (the swan country) and the local lake "Swan Lake".

Apart from his encounters with the peasants in the area, Ludwig's childhood was lonely and joyless, and his up-bringing intensified his natural love of solitary dreaming.

Upon the death of his father, he succeeded to the Bavarian throne. He was then only 19 years of age. His ideas of a kingly office differed widely from the concept of monarchy which was prevalent in the second half of the 19th century. He favoured absolute rule but was hampered in his actions by the leading-strings of a constitution and the interference of those he referred to as political busy-bodies.

The disappointments of the early years of his reign, which included permanent separation from Princess Sophie to whom he had been betrothed, and the loss of his friend Richard Wagner whom he was forced by political pressures to banish from the realm, drove the embittered monarch to seek the seclusion of his beloved mountains. Schwangau (the swan country) and the Graswang valley near Oberammergau were his favourite haunts. Here he embarked on a program of castle building which was to yield three magnificent structures, Neuschwanstein, Linderhof and Herrenchiemsee. In building he found an outlet for his sumptuous, though untimely ideals of unfettered sovereignty. From the outset the young King built his castles, not as official residences for the reception of visitors, but rather as stage sets where he could live in his own dream world safe from the intrusion of reality.

Ludwig never fully recovered from the loss of his devoted friend. It is to Ludwig that devotees of Wagner owe much for the wealth of operatic composition which came from this composer's pen. Virtually penniless, his genius may not have flourished without the financial assistance and encouragement which the King, an ardent patron of the opera, lavished on him. Ludwig decided to build a castle which would exist in the atmosphere of Wagner's operas. This was Neuschwanstein Castle near Füssen, probably the most beautifully located castle in the world. A truly fairy-tale like structure with its slim spires and tall windows, it is set near the base of Füssen's towering mountains and looks out over the picturesque Swan Country. The site he chose was well known to him from his earlier wanderings in that part of Bavaria.

For a year he worked feverishly with his architects on plans for Neuschwanstein, and at last satisfied with the design, the foundation stone was laid on the 5th of September 1869. Ludwig was then impatient to see his dream come true, and his visits to the site were frequent. Often he would order an entire wall or room to be changed because of some slight deviation from his original concept.

One of the most unusual features of the castle is the Singer's Hall which can accommodate more than four hundred persons and has a beautiful stage, designed in such a way that only a minimum of scenery would have to be moved during the performance of an opera. Ludwig witnessed many renditions of the operas Lohengrin and Tannhauser in this glittering auditorium with himself as the only audience.

He built in the castle, a real cave such as is used in Tannhauser. On one of the upper floors he constructed a real lake complete with swans, and spent many hours at the edge of this private lake, in solitude, dreaming of the story and the music of Lohengrin.

The castle is completely furnished in Romanesque style. The rooms resemble somewhat the interior of a church. Even the bedroom of the king, with the bed canopy decorated in Romanesque style steeples and spires, has a church-like atmosphere. Paintings, rich in colour and detail adorn the walls and depict scenes from Wagner's operas. Much interior work is done in polished iron and ivory but the rooms are not as lavish as either Herrenchiemsee or Linderhof castles. An example of Ludwig's personal design is seen in the frequent use of swans in the castle. Door handles, lamp fixtures and masterworks of carving are decorated with swans in almost every room.

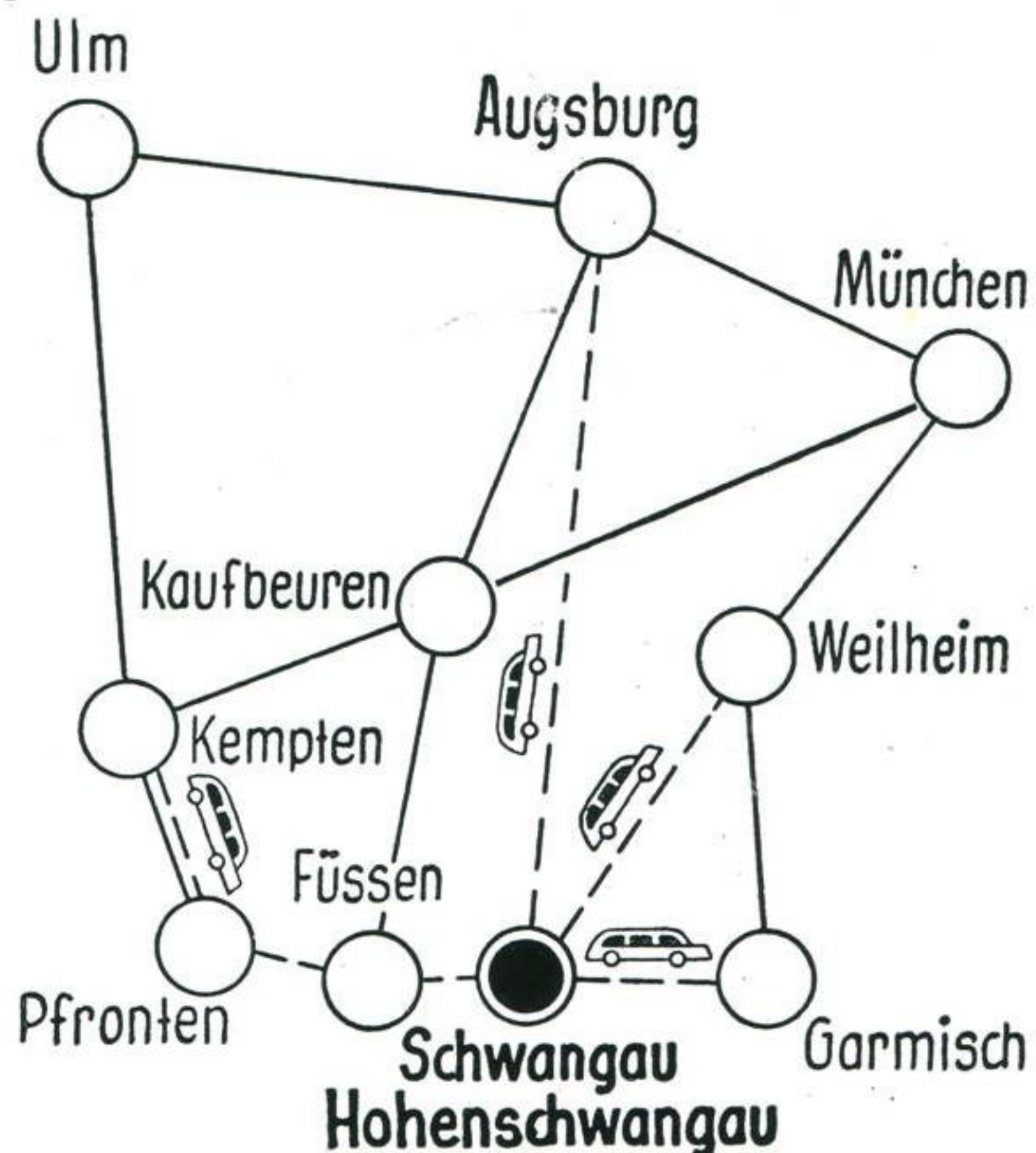
Though built in 1869, Neuschwanstein had some relatively modern equipment, — running hot water, a battery operated bell system to summon the various servants, and elevators to bring food from the kitchen to any of the four upper floors, are but a few of the devices used to make life simpler for the young king.

In the throne room hangs a huge brass chandelier which weighs over a ton. It was inlaid with polished blue stones to reflect about the room, the king's favourite colour. Blue is also the predominant colour in many of the tapestries and paintings.

A portion of the basement is occupied by a modern kitchen with a huge stove and the cooking utensils which were needed to prepare meals for the King and any number of guests he might have.

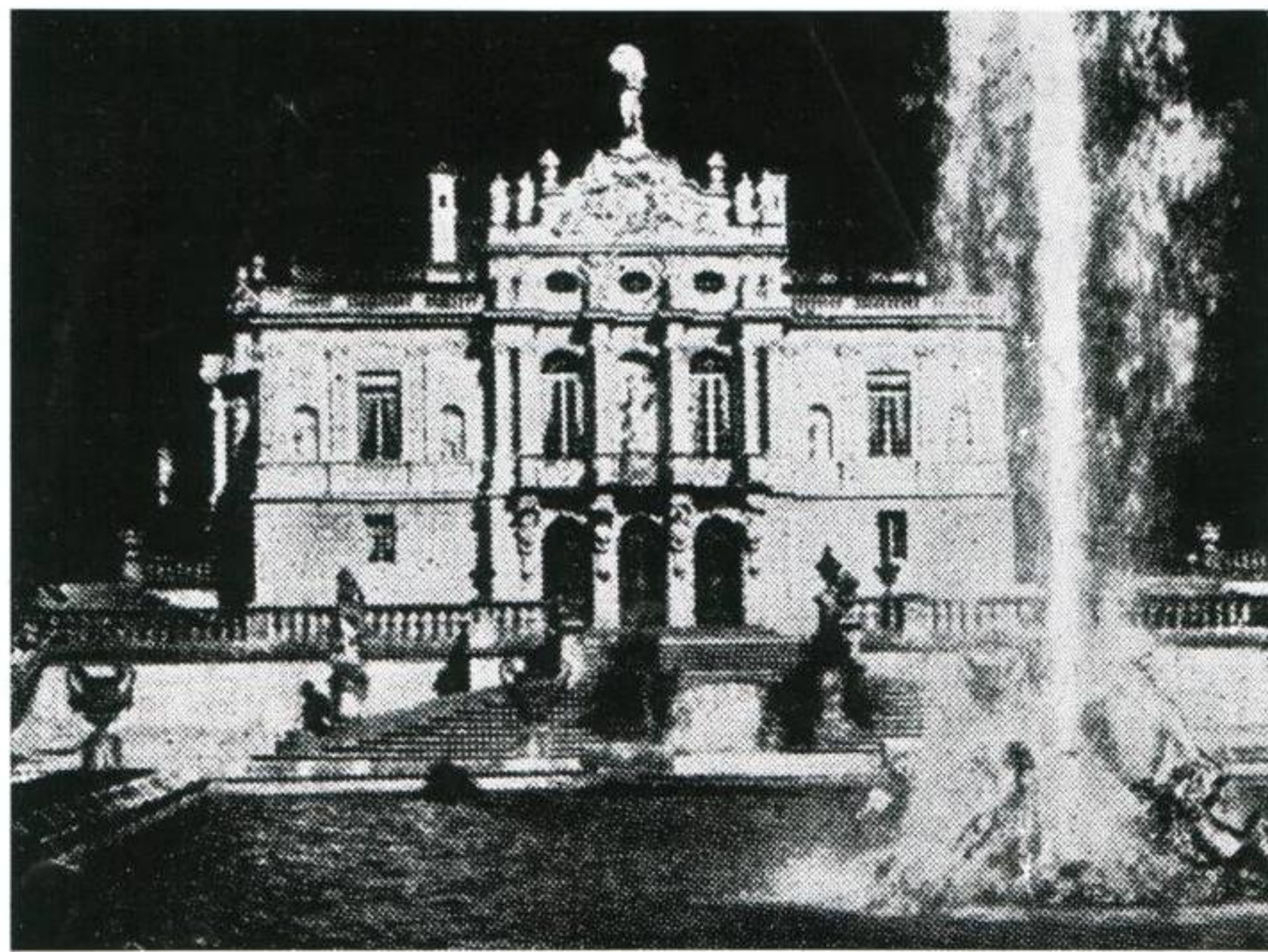
Only the upper floors of the castle were not completed due to Ludwig's untimely deposition and tragic end.

Although Ludwig was loved by his people in spite of his many extravagances, he had enemies in influential positions in the government, who considered him hopelessly insane. Pressures from this group brought about his dethronement on June 10, 1886. He was taken to Berg Castle on near-by Starnberg Lake and placed in the care of a psychiatrist. Little is known of the events which occurred during his last hours. However, two theories are prevalent. The first, that while swimming in the Lake he encountered difficulties; his psychiatrist friend attempted to rescue him and both were drowned. This is discounted by many, since Ludwig was a strong swimmer. The second and most likely theory is that the King was attempting to reach the opposite shore of Starnberg Lake where he had planned to meet a lady friend and escape with her to Switzerland. Pursued by the psychiatrist, they were both drowned after becoming exhausted in the ensuing struggle.



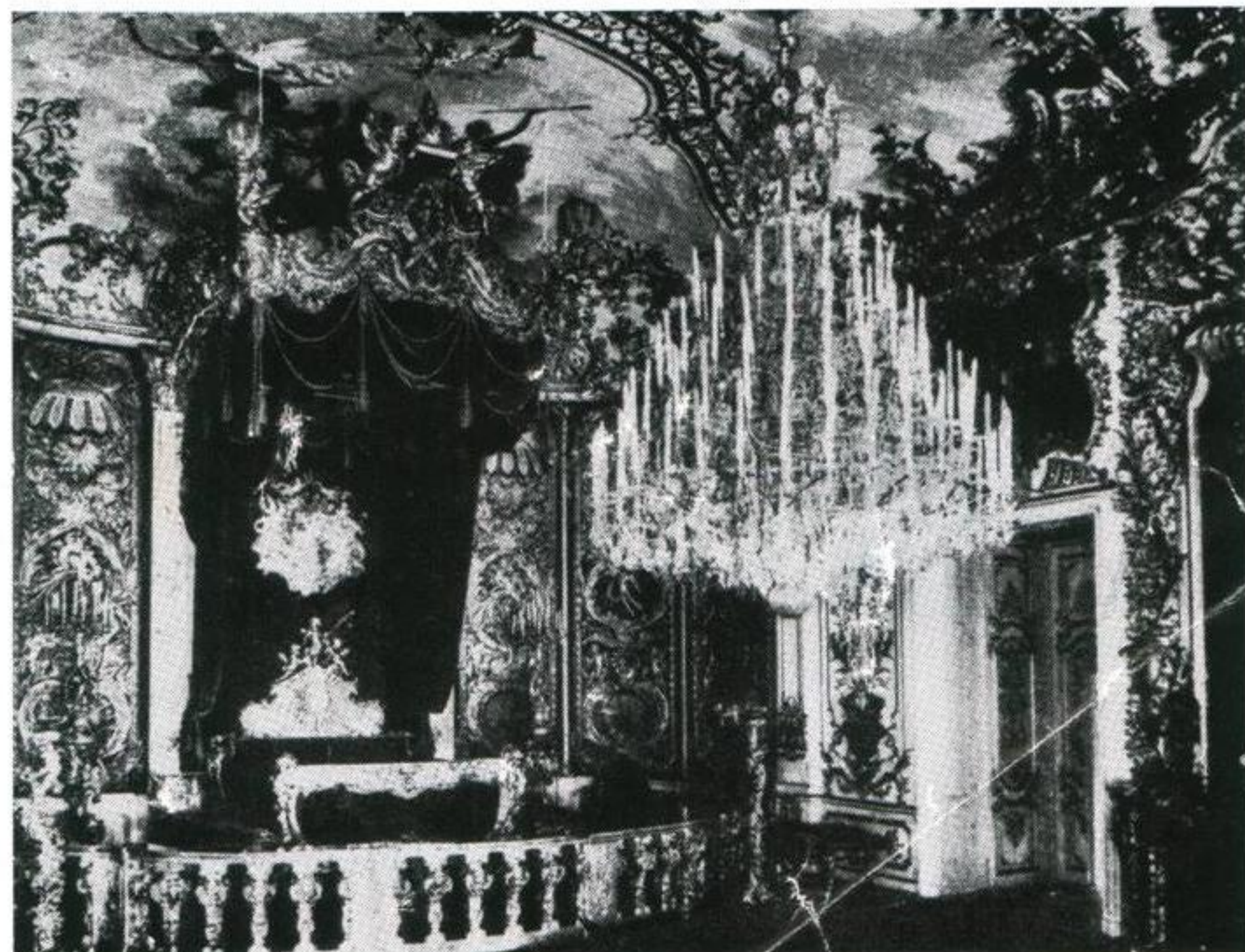
Cave entrance showing artificial stalactites and stalagmites

Whether he was, as his friends believed, a genius or as his enemies claimed, a madman, King Ludwig II left to his country and to the world a wealth of beauty and enchantment in the



Linderhof — another of Ludwig's castles near Oberammergau

gigantic monument, to his love of the music created by his friend Wagner. This is Neuschwanstein, and those who are fortunate enough to view its riches will be assured a rewarding experience.



Chandelier and Lavish Decorations in one of the castles rooms



Dear Son and Heir

Happy Holidays to you, son. I suppose you'll spend most of your leave converting your new honey wagon into that bus you've always been talking about. All your friends and relatives back home here think that you're doing a wonderful thing for the boys over there by providing a midnight wagon service from the "Green Trees" to the station. We all certainly agree with you that alcohol and gasoline don't mix — I know because the last time I drank ESSO I was sicker than a dog. Incidentally, Horace has a name for your new taxi service — Elmer's Gute Fahrt Honey Wagon Express Company Limited. I think it's a little long but Horace says you can shorten it anyway you like.

Well, I must tell you all about Hogs Hollow's annual picnic on Dominion Day. This year the mayor decreed that the picnic should have an international flavour and so it was decided we would have a German Oktoberfest (in July). The High School band under the capable baton of Horace practiced for three weeks the old sentimental German songs such as "Ein, Zwei, Sofa", "Yankee Doodle Dandy", and "When it's Spring-time In The Schwarzwald". The band did darn good but, of course, Horace got himself schnapped up early in the day and then fell off the band stand. The day before the picnic he made up some imitation schnapps composed of kerosene and gin — as usual he gave a good excuse in that he understood it would help get rid of his tapeworm.

I was given the job of writing to the German Travel Agency in Ottawa requesting the presence of an official representative to help give the picnic a continental air. A couple of days later back came a reply that a Herr Wilhelm von Grossnapper would be most pleased to attend.

On the day of the picnic this fine looking old gentleman showed up and darned if he couldn't speak a word of English. It seems he was a German tourist and not from the agency in Ottawa after all. It really didn't matter cause he was a good type, but Elmer, he sure had some funny tastes. Herr Snapper (as Ma kept calling him) was really impressed with all the goings-on but every time we tried to steer him towards the beer tent he would open his eyes wide and say "OXO". This confused your Ma to no end until she finally realized he wanted a hot drink. She rushed straight away home and soon came back with a bottle of BOVRIL. After about half a dozen cups (it was about 90 in the shade) Herr Snapper was sweating like a hoot owl and kept yelling "Nine, nine OXO". Ma turned to me and said "He has had six already, why does he want three more?"

Just as the seventh cup was on its way, Herr Snapper took off like a skinned mule and to this day we aren't sure how he left town.

I guess we'll have to wait until you come home Elmer before we entertain any more out of town guests.

Bye for now,
Your Pa.

Dear Folks

For a while it didn't look as if I would be able to find time to write to you this month especially since I don't need you to send me any money. The trouble is that one of the fellows in the squadron has been very sick and I've had to do his work as well as my own.

Eddie (that's the chap's name) was quite a problem for the doctors at first. A lot of coffee breaks were used up before it was agreed that he was suffering from lead poisoning. This was hard to figure out unless he had been towing targets at Sardinia, but Eddie isn't a pilot, and besides 419 doesn't do gunnery anymore. Finally they traced it.

It seems that Eddie's wife had made his lunch from a loaf of EES bread and used the wax paper from it to wrap up the sandwiches. Ed had sat around all morning watching the bridge game in the Zulu hangar and just as he started to eat his lunch the telephone rang for a section to scramble. In the confusion that followed Eddie threw away the sandwich and ate the wrapper. Naturally he couldn't tell the difference from the taste but he should have known that the bread doesn't have any printing on it. It was the ink in the wrapper that did the damage.

He seems to be responding to treatment ok and should be back to work in a week or two. When he's had a proper briefing, he shouldn't make the same mistake again.

Sorry I didn't send you a birthday card this time Pa but the only cards they have in our PX are for twenty-one old grand-daughters and people celebrating their Golden Wedding Anniversary. But happy birthday anyway, and so-long till next month.

Your son and heir,
Elmer.

CLIMATOLOGICAL SUMMARY FOR THE MONTH OF JUNE 1960

Temperatures	1960	1959
Mean Max	77	76
Mean Mim	54	53
Monthly Mean	65	64
Highest	90	86
Lowest	44	39
Precipitation		
Total Precipitation	2.45	2.72
Greatest amount for one day	1.03 (26th)	.49 (7 and 28th)



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Canadian News

Space Satellite

Canada is likely to be third country to put an instrumented satellite into space and may be the site for the first attempt to send a man to the moon.

These predictions were made by Canadian and American scientists in discussion at Penticton, British Columbia, where Canada's new radio-telescope has been opened. The scientists are engaged in a symposium on world co-operation in space matters.

Dr. D. C. Rose, Chairman of the Space Committee of the National Research Council in Ottawa, said that a Canadian satellite will be launched next year with a 200 pound instrument payload.

It will be launched from the United States and will transmit information on electron density above the ionosphere or highest level of the world's air surface. Dr. Rose said Canada now leads the world in the study of the ionosphere, chiefly through rocket launchings at Fort Churchill in Hudson Bay.

Dr. Martin Schmidt of the California Institute of Technology said that Canada is the most probable choice for the launching of the first manned vehicle into space because the radiation belt surrounding the globe is least dense in the Polar regions.

Nuclear Weapons

In Ottawa, the Defence Minister, George Pearkes, has cast doubt on whether Canada will obtain nuclear weapons for its armed forces.

Mr. Pearkes, appearing before the commons defence committee, observed that Canada had at the present time no weapons that could be used to fire nuclear warheads.

The Defence Minister went on to say that as a result of the disarmament negotiations now underway in Geneva, nuclear weapons might be banned by international agreement and thus Canada could not say definitely it would use nuclear weapons. If disarmament negotiations failed, he added, Canadian forces might require nuclear weapons.

Mr. Pearkes believed it would be unwise for Canada to rattle the sabre by saying that come hell or high water this country was going to use nuclear weapons.

Canada is scheduled to receive the Bomarc-B anti-aircraft missile from the United States late next year and negotiations have been going on for some time between Washington and Ottawa for Canada to receive nuclear warheads for the Bomarc.

Mr. Pearkes observed today that there was no urgency about these negotiations. Preliminary discussions are continuing at the official level.

At the same time, Mr. Pearkes said a Canada-United States exchange of notes is in the course of preparation providing for storage of nuclear warheads at Harmon Field, Newfoundland; and Goose Bay, Labrador, for U.S. based interceptor squadrons there.

These American interceptor squadrons come under command of the Royal Canadian Air Force air defence command. They will use the nuclear warheads for defensive air-to-air missiles.

St. Lawrence Seaway

Bigger ships carrying more cargo are using the St. Lawrence Seaway and Great Lakes this year.

This trend is indicated in preliminary traffic figures for April and May released today in Ottawa.

It means faster movement of vessels through the Seaway and indicates that fewer freighters are doing more business on the inland waterway.

Seaway officials in Canada and the United States have welcomed the shift away from small vessels — many of them older carriers of the Lachine canal route — because it means better utilization of the ocean waterway.

So far this year, some 693 vessels, each carrying an average of more than 23 hundred tons of freight, navigated the Seaway from Montreal to Lake Ontario.

Last year, more vessels went through by this date — some 712 — but they only averaged a little more than 15 hundred tons of cargo each.

Canadian Tourist's Money

Canadians visiting the United States last year spent 100 million dollars more than did American tourists in this country.

Figures released today in Washington show that Canadians spent some 462 million dollars travelling in the United States. This is more than half of the 900 million dollars spent by all the foreign visitors in the United States.

RCMP Relax Restriction

The Royal Canadian Mounted Police has finally conceded that young love can bloom even amid the stern ranks of its devoted officers.

The Minister of Justice, Davie Fulton, told the House of Commons today that the force had modified its marriage regulations and members were now free to marry at 21 if they had two years' service in good standing. The previous limit was at least five years . . . and old time RCMP commissioners acted sometimes as if they were against marriage altogether.

Mr. Fulton said the reason for this was simple. The duties of the Mounties called for men to be sent on long and arduous journeys to the Far North and other remote areas, with no thought of home or family to trouble them. It was thought best, for reasons of mobility, that at least 50 per cent of the force should be made up of single men. But now, said Mr. Fulton, this need no longer exists.

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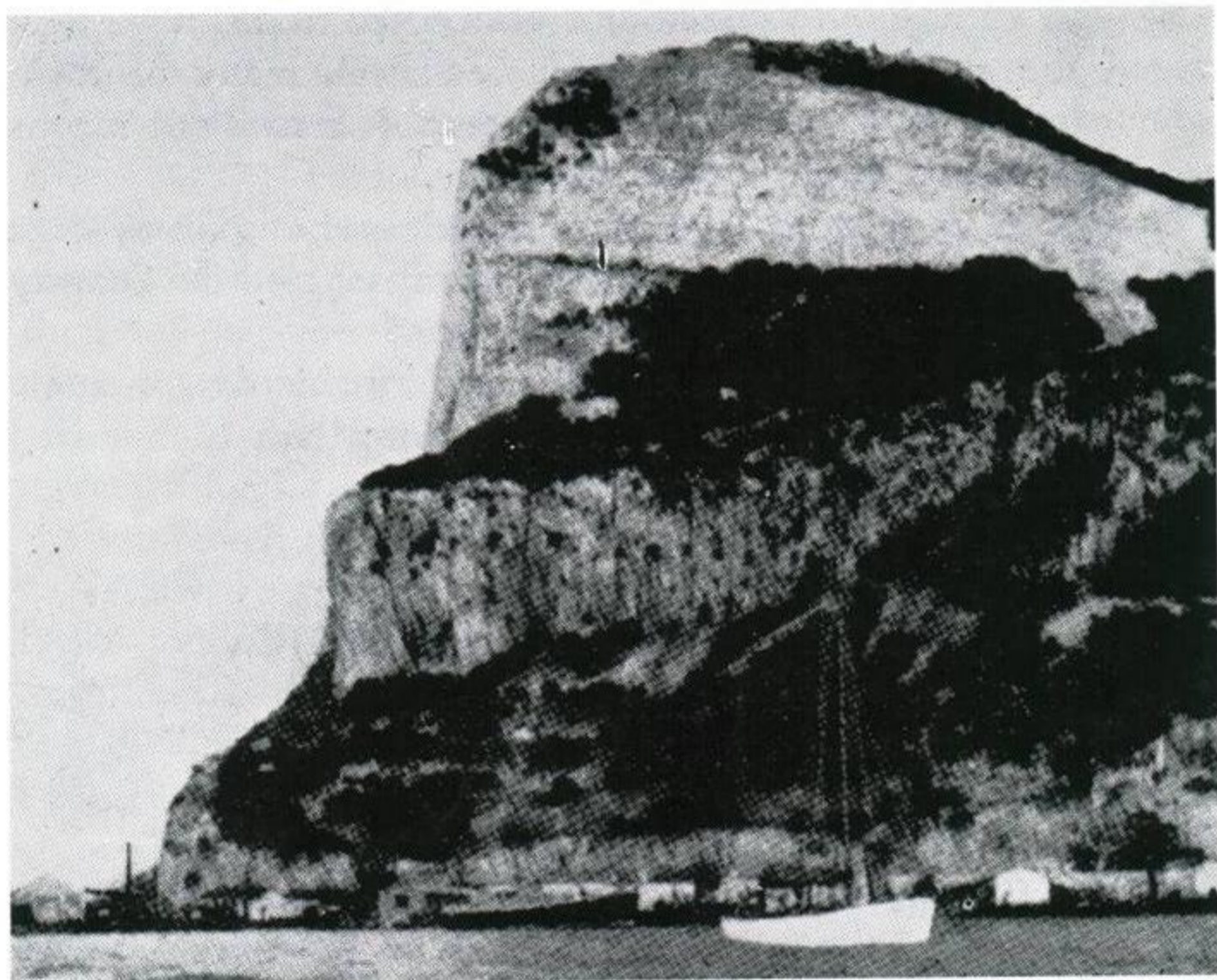
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The Rock



of Gibraltar



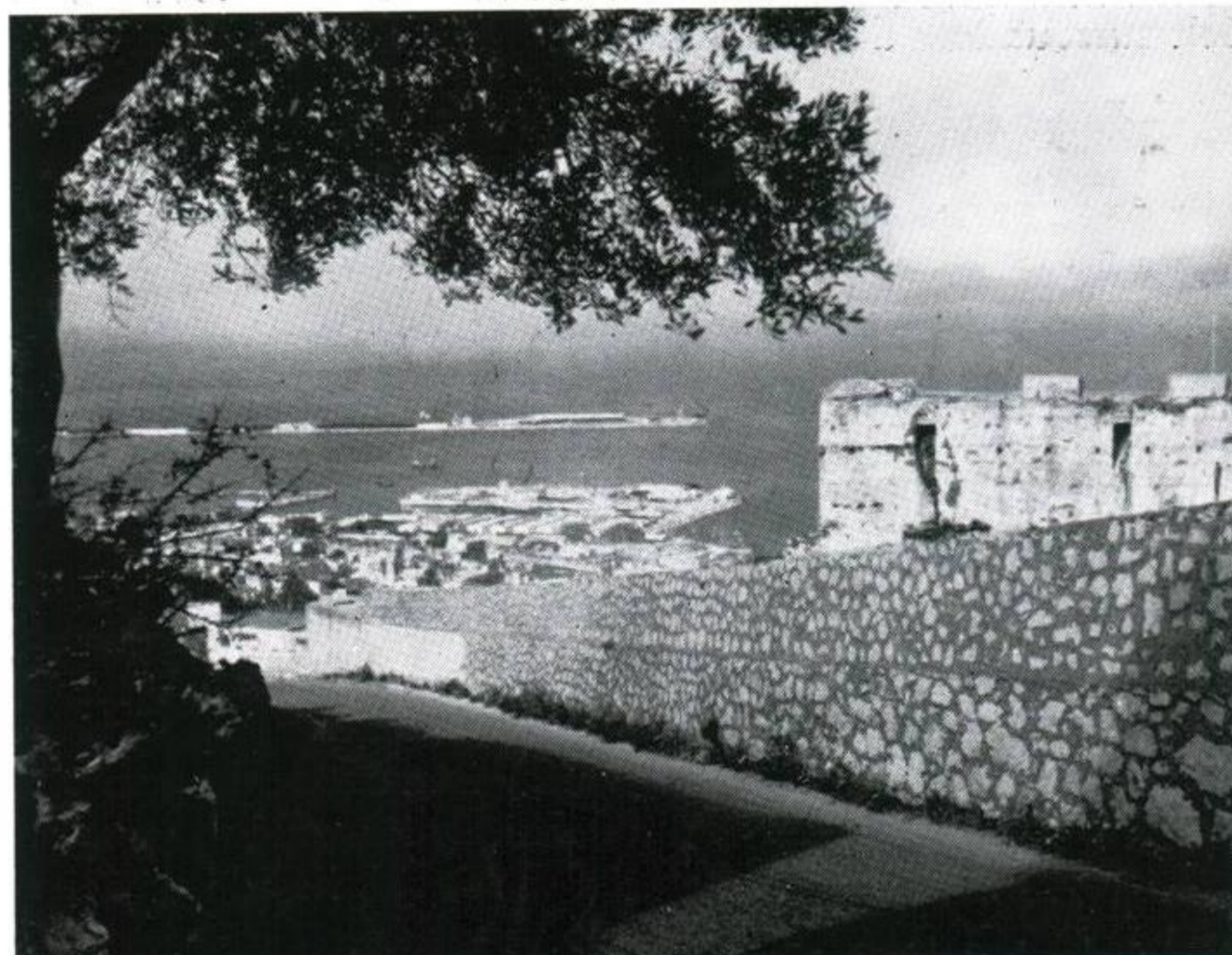
Southern extremity of the rock adjacent to the Strait

In ancient times, Gibraltar was one of the pillars of Hercules which marked the western limit of the known world, and its position dominating the narrow entrance to the Mediterranean Sea led to its seizure by the Moors in 711 as a conquest of Spain. The name "Gibraltar" is a corruption of *Jebel Tariq*, or *Tariqs Mountain* — *Tariq* was the Moorish Commander who built the first fort on Gibraltar.

Today, Gibraltar can be reached by ferry from Algeciras Spain, or by via the frontier town of La Linea de La Concepcion. Although Gibraltar is British, traffic does not shift sides. Most of the streets are narrow and almost without side-walks, jammed from curb to curb with peddlers, hand-cart men,

cyclists and pedestrians, making it senseless to drive anything but a mere Messerschmitt, or at least the smallest European car. However, today there are some 11,000 automobiles registered in Gibraltar, many of them large American, Canadian or European models.

Gibraltar is three miles long by three quarters of a mile wide and extends some 1,400 sheer feet above the sea. Into this space have been crowded 28,000 inhabitants, 23,000 civilian and the remainder are armed Forces. Each working day 14,000 Spanish people pour into Gibraltar to their various positions and each night Law compels them to retreat from the Rock.



View from atop the rock looking out over the Mediterranean Sea with faint outline of the African Coast to the right

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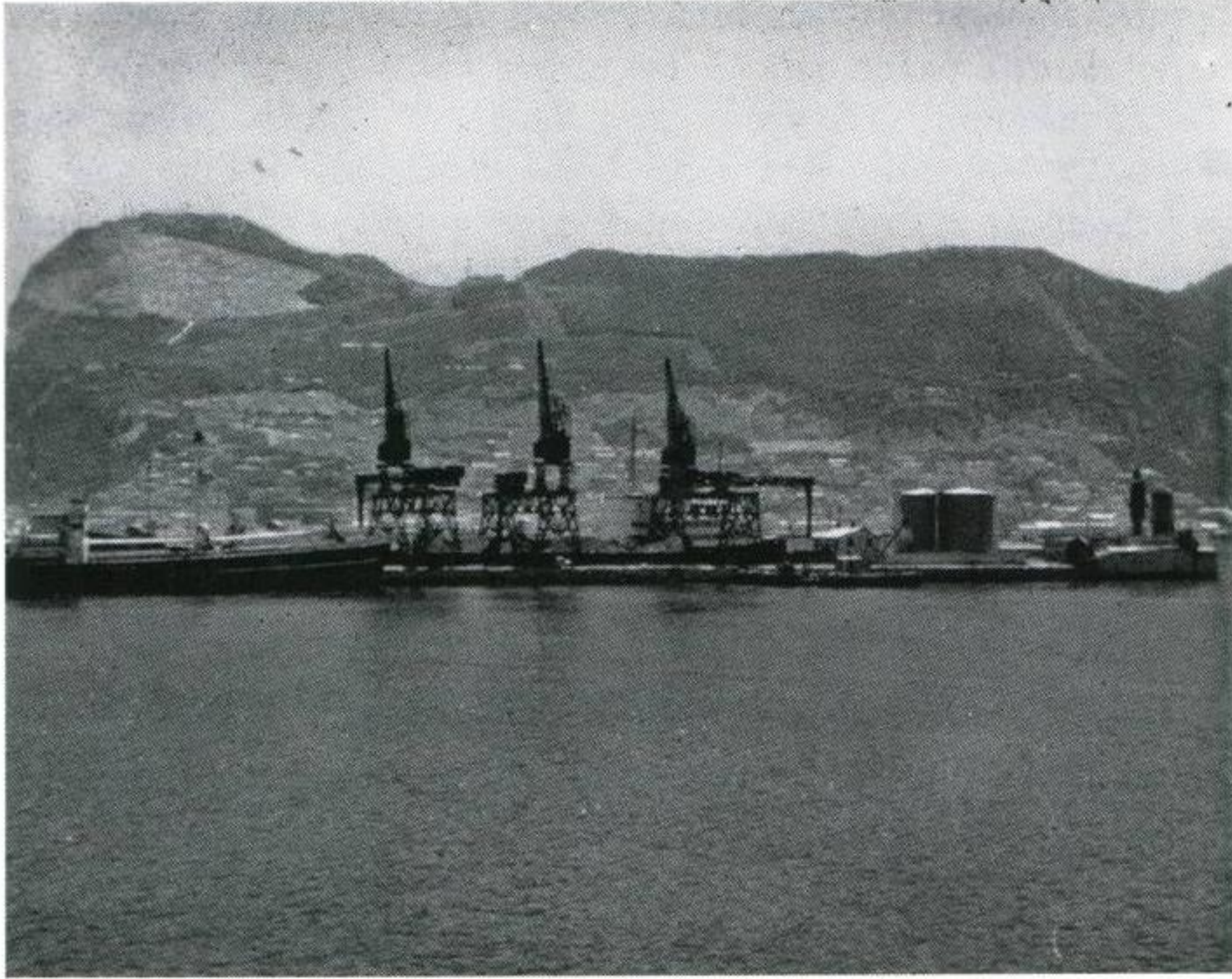
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Full view of the rock from the Mediterranean side with busy harbour in the foreground

Scattered among the red-tiled roofs and pink houses contributed by Spain, one can find the newest and most up-to-date apartment blocks, suggesting Gibraltar is as up-to-date as our own Toronto.

Gibraltar has her own air field, on which aircraft from all over the world land, including models with piston type engines or today's huge jet airliners. Military aircraft are constantly moving on and off her runways keeping alert vigilance over the metropolis and the surrounding sea.

Gibraltar has one of the simplest but most effective water systems any modern city could have. However, without rain, it would be useless. On each side of the upper rock, large pieces of galvanized steel have been bolted together, forming a catch basin with an EAVE at the bottom. This EAVE leads the water into a large channel inside the rock. From this channel the water is governed into large reservoirs of 2 million gal capacity. The ten reservoirs now in use were either blasted from the limestone rock or were originally there. The sides and bottom have been lined with concrete to ensure no seepage. The water from these reservoirs is tested each week as a safety precaution. The rain water stored by this means is used only for drinking and cooking. Approximately one million gals of water for cleaning purposes is pumped from the sea each week.

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Legend also says that while the apes remain, Britain will hold the Rock. This is open to doubt; however, during the war when the number of apes and Britain's fortunes were dwindling simultaneously, the one and only Sir Winston Churchill issued orders for maintenance of the ape contingent. As the numbers were built up, Britain's fortunes turned, and today one can find all 35 apes roaming the Rock as they please.

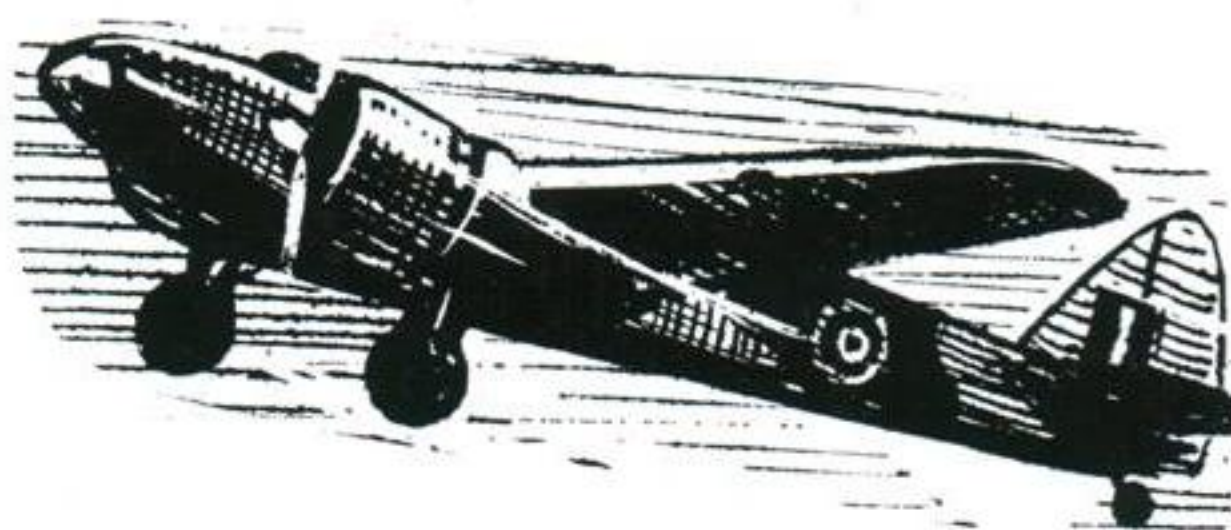
Besides the apes, some other interesting things to see are the famous caves, higher up the rock with their stalactites and underground lakes. One of these is St. Michael's which was discovered in 1942 and is being used today as a theatre in which plays and other kinds of entertainment are held on special occasions.

Also there is the small fishing village of Catalan Bay, populated by Italian fishermen whose ancestors came to Gibraltar in the 18th century; or there is the Trafalgar Cemetery where the dead of that battle are buried.

There are a number of good but inexpensive Hotels on Gibraltar, also the "Lan Venta" restaurant provides a nightly cabaret show. If this isn't pleasing enough one can find a variety of noisy entertainment in the saloons, bursting with Spanish brunettes and American jazz.

Indeed Gibraltar offers a new and entirely restful experience. Why not try it?

"Mom at the Stick"



Flight Lieutenant Bill Zoom had completed everything except seeing the FPMO and then he probably would be pronounced physically qualified for flight for another year. Even after all the tests that had been run, Bill knew something was different this year; something was there that was not last year. As he sat, he began to hope that even though Dr. Koff had most of his time tied up now with all kinds of routine medical care he would be able to listen and get to the bottom of the problem. Things, of course, were different when Doc had time for frequent trips to the flight line and could listen to all the problems the fellows had.

Yes, there had been a change in the last year. His flying was not as precise as it used to be, and worse yet, his feeling of self-assurance was gradually dwindling. When they were first married, Marge used to listen to him. But in the last year, there was a gap forming between them. She no longer took an interest in his flying the way she did several years ago. In fact, only a few days before when they were arguing, she didn't know the difference between an F-86 and a C-45, and what made matters worse, she wouldn't try to learn. Yesterday when he got up at 0600 for the flight, she stayed in bed as usual, crabby and sleepy-eyed. He was quite thankful that she awoke long enough to tell him where the bread was or he probably would not have got the piece of burned toast for breakfast. Marge's complaint was as usual — her head ached. He could not figure out why she wouldn't go to the doctor. And then as he pondered while awaiting his name to be called, he realized how much he was missing that old goodbye kiss — it always seemed such an essential part of the pre-flight. Now when he kissed her in the morning, and that was on rare occasions, he got about as much response as he could anticipate from a dead mackerel. Then he thought of this morning's farewell words — "If I am not here when you get home tonight, I will be over at Jane's. Give the baby his dinner and there are some hamburgers in the frig for you. If not, there should be some money in the sugar bowl!" No wonder he was thinking more about that smiling barmaid at Maxim's.

Most of his flights lately were all preceded by the same depressing send-off. Perhaps that explained that deep and powerful inner urge he was getting to fly more and more and why, when he was at 40,000 feet, he began to feel human again — a master with something alive and pulsating that re-

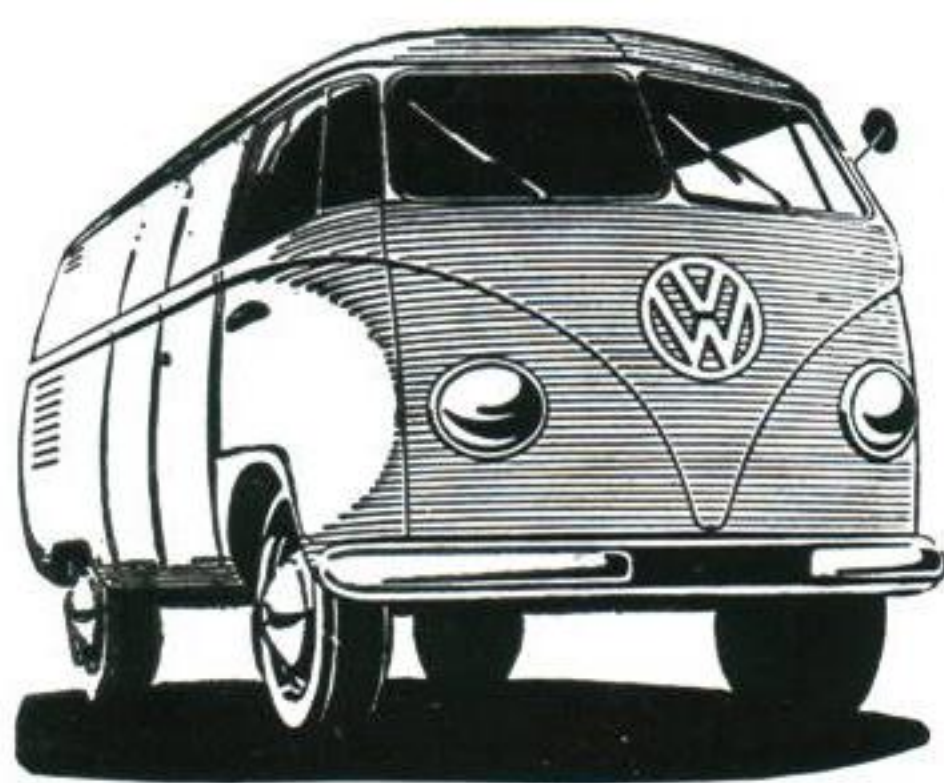
sponded to his every command. Then, too, he could relate the potbelly he was acquiring to the usual diet of beer and chocolate bars. Seemed like more and more he had a new problem to "drown" at the mess. And especially, it helped keep away that odd insecure feeling that was frequently gnawing at his bones.

There are many Marge and Bills in the world, but few whose daily success and existence depends so much upon mental security and alertness. Maybe it wasn't all Marge's fault or all Bill's fault, but just an accumulation of circumstances that had gone too long. Many of us don't make use of the Doc unless there is physical illness. We should realize that he has been trained both in his medical and flying careers to listen and help with problems (as the one discussed). It is unfortunate that in some areas the docs are being strapped down with too much routine medicine, but almost every one of them, no matter how busy, will listen and most assuredly help.

The answer to home environmental problems is not in a knowing statement written in an accident investigation, or a statement made in a court room, but in establishing a good "preventive" program at each unit. The FPMO, no matter how bushy his tiger tail, is only the guiding hand, not the power behind the security of the airman. A large lump of the responsibility is dumped in the lap of the wife who must maintain a continual happy and understanding atmosphere in the home. In order to do this, some of the following points must be kept in mind.

The wife, like in any other professional area, must take a keen interest in her husband's work. She should not only be able to recognize the type of plane her husband flies in, but also have a little knowledge about some of its flying characteristics. A little understanding of the basics of physiological training is as essential as tomato is to pizza.

One of the prime responsibilities of the wife is the dietary program of her mate. To fly a good sortie, a plane needs adequate rich fuel; likewise, a pilot needs good and adequate breakfast. Attractive planning and varying of meals in spite of the odd hours that are kept while flying is a real challenge. If the weight is creeping up, the mere warning of the doc and a diet in the pocket is not enough. It is up to the wife to help prevent temptation by giving adequate but controlled nourishment, and also in seeing that a good meal is eaten

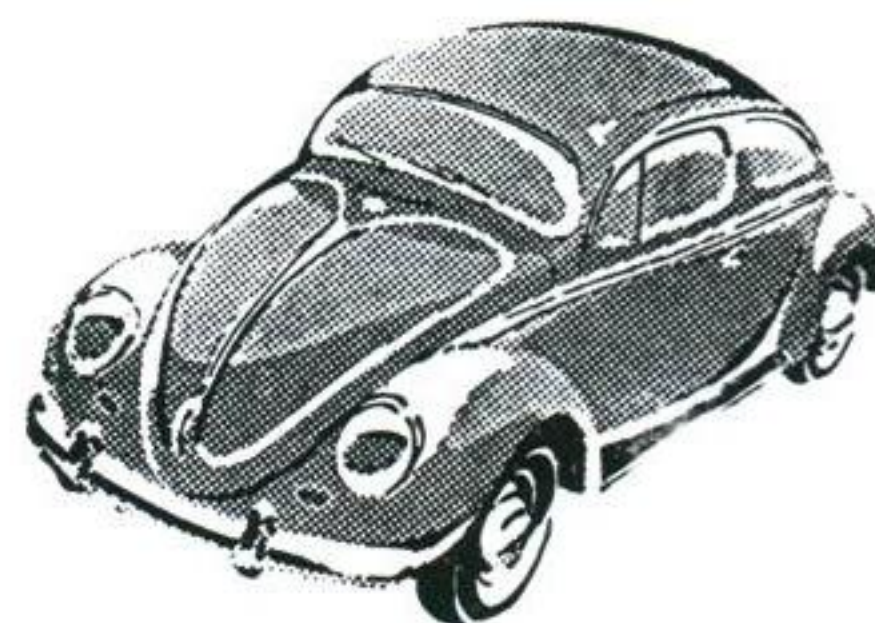


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before each flight — high in carbohydrates for energy. Along this general line, we are reminded of the obese airman who must take drugs to curb his appetite. Sometimes it is easy to forget that one must not fly for 12 — 24 hours following various drug administration. It is good for the wife to know what medicines her husband is taking and help him take them as directed (and see the doc when required).

The wife also is an important cog in equilibrating the home duties in line with work duties, seeing that adequate rest is always attained, especially before flights. When there are free hours, that is the time to give some of the responsibilities of the cubs over to old dad tiger. But if Dad is flying the next morning, it is best that Mom quiet and feed Junior during the night.

Socially, the wife must be able to accept the fact that hubby will once in a while stop by the mess for a brew with his buddies. And, too, she must not shirk her duties at the hen parties. It is at these that reciprocal exchange of problem areas will often get a good solution.

As the Air Force requires of a pilot, so must his wife remain physically and mentally alert. Because of the responsibility of the task and the importance of mental alertness to its success, all the help and understanding that a wife can give is needed.

Your husband has proved through competitive training and examination that he is capable of flying. He has demonstrated that the care and manipulation of certain flying equipment may be entrusted to his care.

However efficient the flying machinery may be, it has an Achilles heel. Its weakness lies in a human factor: the pilot at the controls. As a pilot's wife you may, or may not, be included in this human factor.

Does your husband-pilot often complain of exhaustion? Some of our pilots arrive at the flight line thoroughly tired from late hours the night before. There are many others who leave their castles without adequate breakfasts, only to "peter-out" in the midmorning. How many times a week do YOU make breakfast for your spouse? Do you feed him properly balanced meals? Enough salads? Enough proteins? Do you let him get overweight?

Does he worry and complain about end-of-the-month-bills? If so, do you economize the following month? Perhaps he calculates how they will be paid when he should concentrate on his flight. Do you attempt a peaceful and happy atmosphere in the home when he returns at the day's end? Do you allow the children to be noisy when he is tired?

You may be responsible for an aviator-type who is both unfortunate and relatively common in the Airforce. The flier who worries about money, the much-married fellow who is browbeaten by a domineering wife, the constantly tired pilot, or the old timer who goes up each day in unfit physical condition — all are prime examples of accidents waiting to happen. Give them an airplane and the odds are that, sooner or later, they will be exhibit number one in an accident investigation!

Your husband may be the outstanding "watchdog" on his station, but under those wings he is a simple creature. Give him a feeling of security and importance. Make him think he is eating better and receiving more care than ever in his life. Don't let him do all the worrying; after all, two heads are better than one. When he is at home, see to it that there is peace and quiet around the hearth.

With a little effort you'll succeed in your obligation to make him a happy, adjusted, and safe aircrew member. Don't try to remake him. Just try to preserve him.

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 TECHNICOLOR (R)
 A Warner Bros. Picture

July-August Attractions

- Sun. 17th. & Mon. 18th. "VISIT TO A SMALL PLANET"** starring Jerry Lewis, Joan Blackman and Fred Clark is a supernatural comedy concerning a whacky spaceman whose brief visit to this earth is at once hectic and salutary. (U)
- Tues. 19th. & Wed. 20th. "ANATOMY OF MURDER"** starring James Stewart, Lee Remick and Ben Gazzara is an outstanding, gripping and thought provoking murder trial melodrama, adapted from Robert Traver's bestseller. (X) Adults only.
- Thur. 21st. & Fri. 22nd. "A SUMMER PLACE"** described above is the outstanding romantic melodrama of the month. (A)
- Sat. 23rd. Children's Matinee. "RED STALLION"** starring Robert Paige plus (A) "APPAGE OF FREEDOM" (interest)
- Sun. 24th. & Mon. 25th. "TAMANGO"** is an adventure melodrama, photographed in CinemaScope and Technicolor pivoting on mutiny aboard a 19th-century slave ship and stars Dorothy Dandridge, Curt Jurgens and Alex Cressan. (A)
- Tues 26th. & Wed. 27th. "STREETCAR NAMED DESIRE"** starring Vivien Leigh, Marlon Brando and Kim Hunter is a sex melodrama and when first screened in 1951 received no less than 3 Academy awards for its outstanding cast. (X)
- Thur. 28th. & Fri. 29th. "IT STARTED WITH A KISS"** starring Glenn Ford, Debbie Reynolds and Gustavo Rojo in a CinemaScope and Metrocolor marital comedy concerning a showgirl's doubts about a hasty marriage to a U.S. Airforce flight sergeant. (A)
- Sat. 30th. Children's Matinee. "GENTLEMAN FROM ARIZONA"** starring Joan King plus "EVERY VALLEY" (interest)
- Sun. 31st. & Mon. 1st. Aug. "THE ANGRY SILENCE"** starring Richard Attenborough, Pier Angeli and Michael Craig is a powerful industrial melodrama concerning a

- young married factory worker who rebels against unofficial strikes and pays a heavy price. (A)
- Tues. 2nd. "THE GIRL ROSEMARIE"** starring Nadja Tiller, Peter van Eyck and Carl Raddach is a romantic melodrama set in Frankfurt and is based on a crowded, but short, life of a modern courtesan. With German dialogue and English sub-titles it is an (X) for adults only.
- Wed. 3rd. & Thur. 4th. "SUMMER OF THE SEVENTEENTH DOLL"** starring John Mills, Anne Baxter and Ernest Borgnine in a down-to-earth comedy melodrama, adapted from Ray Lawler's successful play, dealing with the rebust shenanigans of Australian cane-cutters and their girl friends in Sydney. (A)
- Fri. 5th. "THE DECKS RAN RED"** with James Mason, Dorothy Dandridge and Broderick Crawford as the stars in a gripping Metroscope seafaring melodrama describing the fight between a freighter captain and his officers and bloodthirsty mutineers, out to grab salvage money. (A)
- Sat. 6th. Children's Matinee. "HEADING FOR THE RIO GRANDE"** starring Tex Ritter plus "POWER FOR ALL" (interest)
- Sun. 7th. & Mon. 8th. "THE SOUND AND THE FURY"** starring Joanne Woodward, Yul Brynner and Margaret Leighton in a CinemaScope and Eastman Color melodrama of the Deep South, suggested by William Faulkner's novel. (A)
- Tues. 9th. "THE INN OF THE SIXTH HAPPINESS"** starring Ingrid Bergman, Curt Jurgens and Robert Donat is a CinemaScope and Eastman Color biographical-adventure melodrama, based on Alan Burgess's book about an English domestic who, between the two World Wars, dedicated her life to missionary work in China. (U)
- Wed. 10th. & Thur. 11th. "OUR MAN IN HAVANA"** starring Alec Guinness, Maureen O'Hara and Noel Coward is a CinemaScope satirical comedy, based on Graham Greene's best-seller of the Englishman who becomes a British Secret Service agent in Havana. (A)
- Fri. 12th. "MARDI GRAS"** starring Pat Boone, Christine Carere and Gary Crosby is a CinemaScope and Eastman Color comedy telling how four U.S. military cadets find congenial companions and fun while attending a Mardi Gras festival. (U)
- Sat. 13th. Children's Matinee. "WINTER WONDERLAND"** starring Charles Drake, plus "I WILL TAKE MANILA" (interest)

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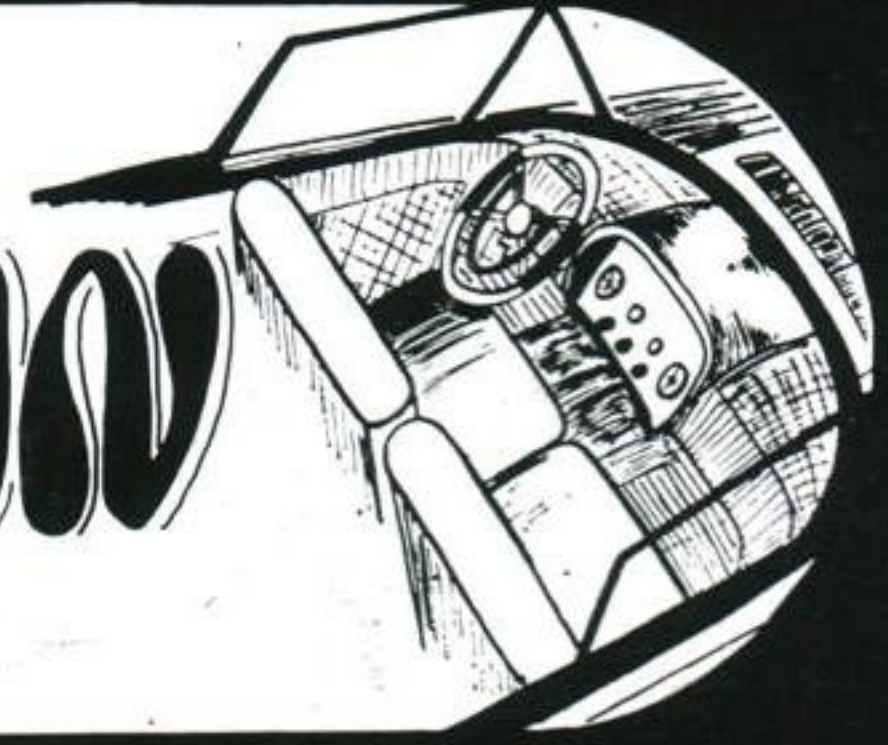


Ester Williams

Ester Williams, a perennial favourite with movie-goers since her screen debut in 1942, has delighted audiences the world over with her exceptional swimming skill and grace

THE

STEERING COLUMN



Foreword

To introduce this new column to the Flieger a few words on the inauguration of the PMC Operators Guidance Committee (S/L Etienne — Chairman) and the reasons behind it seem apropos at this time. To begin I shall quote a paragraph from a recent letter signed by the Chief of the Air Staff.

"The incidence of private motor car accidents in which RCAF personnel and their dependents are involved has reached a level which is causing great concern. The death rate from automobile accidents has, for the first time, exceeded that of aircraft accidents and a digest of statistics indicates that in 1958 the loss of manpower from injuries alone was 10,220 man days. The positive impact on the RCAF of such accident figures will be appreciated. Less obvious, however, is the suffering and hardship generated by death or injury with the attendant domestic and financial upheavals caused by accidents, many of which might have been avoided with safety education and the exercise of caution".

The Chairman and the representatives from the major sections who make up this Committee have no easy task. To conduct an effective safety program will require the complete co-operation of us all. I would like to believe that those who are authorized to drive PMC will realize the serious responsibility that is theirs whenever they are in charge of a vehicle. It is not really playing the game to obey traffic regulations, and to generally practice safe driving habits only during working hours, when innumerable persons and the police are about to observe our performance. Safe, sensible driving is a constant, twenty-four hour, requirement — the later the hour, the greater the social activity, the greater the need for self-discipline and care.

Those who persist in conduct and attitude demonstrating an inability or unwillingness to shoulder the responsibilities of good citizenship are jeopardizing not only their Service careers, but their very lives and those of their families and friends.

Let all of us undertake a solemn obligation to ensure that we do our part in preventing loss of life, injuries and property damage in the future.

Commanding Officer

The Speed That Thrills Is The Speed That Kills

There are six conditions or circumstances present in every traffic accident. Usually more than one of these conditions or circumstances contribute a cause to the combination that produces the traffic accident. The six conditions are: Light, weather, road, vehicle, traffic and (the most important one) driver. Any discussion of speed must be done in the light of these six conditions. We must begin a discussion of speed by saying that, our vehicles and drivers must keep within the legal limits at all times. Regardless of what our individual opinions may be about legal limits they are the law of the land and must be obeyed. Even in Germany the latest prevention is a limit in speed, and it would appear that this is a step in the right direction, for the casualties in road accidents dropped from just over 100 last year to approximately 40

this year (speed limit in effect) for the 6 June long weekend. When individuals are able to choose which laws they will not observe, and which they will obey, all respect for law is gone. So, we must obey the law.

Beyond the speed limits set by law are those set by conditions. Most countries have laws which require vehicles to be driven at a speed which is reasonable and prudent, having regard for the conditions existing at the time. These conditions, not usually spelled out in the law, are the six we have just named. Just a little common sense and straight thinking should convince any of us that there is a difference between day and night driving, and also between driving in a rain storm or in sunshine. Likewise, there is a difference between types of roads and between road surface conditions. These differences exist through each of the six conditions.

There seems to be a common failing among drivers to grade themselves into certain speed brackets and then try to maintain that speed regardless of conditions. This causes a driver who prides himself on never exceeding the speed limit to kill himself while going 30 MPH (50 KPH) on an icy road that calls for about 15 MPH (25 KPH). It is the same thing that causes drivers on a rural road with a 50 MPH (80 KPH) limit to run off the road and into a tree while doing 40 MPH on a curve that can only be made at 30 MPH. Still, other drivers who carefully observe legal speed limits try to maintain the same speed when traffic is heavy or overdrive their headlights at night.

It should be perfectly clear to every driver that it is impossible to write traffic laws to fit every driver and every road user. The law can only set a limit beyond which it is illegal to go. These limits are often disobeyed, and in many cases the violators are not caught. In other cases such as "driving too fast for conditions" we violate nature's laws and nature has her own methods of enforcement. Punishment is swift and sure. There is no second chance or postponement, no change of heart, no ticket fixing; one can't even call a character witness or present an excuse. Ignorance of nature's laws excuses no man. At the time of the violation, you (the driver) are tried, convicted and punished all within the space of a few seconds. It may be death, a broken limb or a permanently tortured mind for having caused the death of an innocent person. In any case, you are granted no appeal. In view of this, let us get fixed firmly in our minds the six conditions or circumstances contributing to traffic accidents. Then let us firmly resolve to drive our automobiles at a Safe speed having regard for these conditions. Speed should always be adjusted to assist in keeping traffic moving in an orderly and consistent stream, to permit stops within the distance that one can see to be clear, and at night within the limit of the headlights.

Finally it has been proven in many miles of test driving under actual road conditions that the difference between a top speed of 60 MPH wherever possible and legal, and a speed of 45 MPH amounts to about 20 minutes every 100 miles. Think of this when you are tempted to use too much speed. Ask yourself, is it worth the price?

SPEED TURNS SKILL TO KILL,
SO SOFT-PEDAL THE GAS PEDAL.

Ranger News



(Left to Right) Sandra Pelton, Carolyn Sabey, Mrs. Sabey (Captain) Ardith Pelton, Lorraine Murray, Allaine Fairhead, Louise Mitchell, Mrs. Hayes (Lieutenant), Carole Mills, Ann Flynn

Ranger activities for the past season culminated in an enrolment ceremony held in the school gymnasium, with parents as guests invited to hear their daughters promise to render service by carrying the ideals of Guiding out into a wider world.

Many people are not aware of this senior branch of the Girl Guide Organization which covers the age group of from 15 to 21 years. There are Land Rangers, Sea Rangers, and Air Rangers, depending upon the facilities available in a particular area. Rangers may continue to do Guide badge work or may stay strictly to the various Ranger tests.

Those being enrolled were: Allaine Fairhead, Ann Flynn, Carole Mills, Louise Mitchell, Lorraine Murray, Ardith Pelton, Sandra Pelton, Carolyn Sabey. The Second Class badge was presented to Ardith Pelton; Writer and Scribe badge were presented to Carolyn Sabey. Two girls who are returning to Canada, Allaine Fairhead and Carole Mills, were each given a small luggage tag as a souvenir.

Following campfire singing, coffee and cake were served. A special feature was a decorated birthday cake to commemorate the Golden Jubilee of the Girl Guide Organization in Canada.

You are invited to attend the

Festival of Sports

Place in the near of the Jahn-Allee

to be held in Rastatt on the 16, 17 and 18 of July 1960.

Here you will see swimming, track and field events, gymnastics and fencing contests as well as handball, fistball and soccer matches.

Gymnasts, singers, dancing groups and bands in native costume will do their best to entertain you.

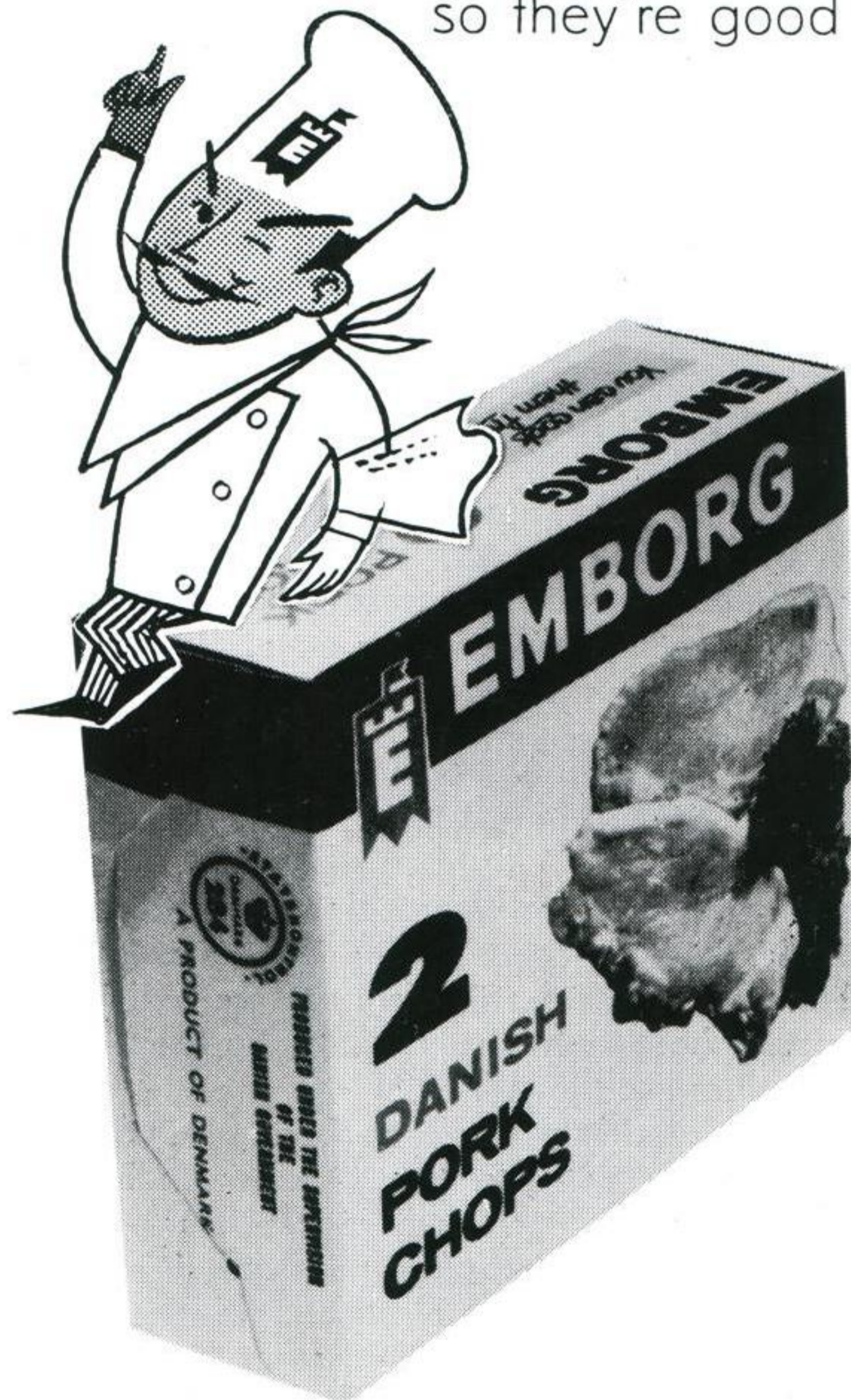
The children may participate in sack-racing, egg-racing, pony riding or the balloon flying contest in which they may win one of a thousand prizes.

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Canada Takes to the Air

(From a speech by Transport Minister Hees)

Aviation may be the baby of our transportation system, but it is an infant whose growth is nothing short of phenomenal.

The experts charged with the job of providing air-traffic control, navigational aids, and runways and terminals... are constantly faced with changing techniques, all for the express purpose of getting more people and goods from one point to another in less time.

Today, all major aviation interests in the world are constantly seeking and developing new safety aids to flying. One of the most important of these aids is Precision Approach Radar, which enables a plane to land safely in bad weather.

This year we plan to make the first installation of a series of Precision Approach Radars for our major airports. This equipment will make it possible for the captain of an airliner to place himself completely under the guidance of the radar-operator on the ground, who will in effect 'talk him down'. This particular aid-to-the-pilot is already used at many major military airports, and its adoption for major civil airports is growing throughout the world.

AUTOMATIC LANDING

Another aid which we are watching closely is being developed in the U.S.A. and Great Britain. This is a fully-automatic landing system, which will carry out the actual landing of an aircraft without active participation by the pilot until the aircraft reaches the ground.

Aircraft designers are now talking about supersonic commercial aircraft which will fly at 1,800 miles an hour, at a height of fourteen miles — and which, needless to say, will bring a whole new set of operating problems. We must, as best we can, foresee all these problems and plan how to meet them. Closed-circuit television based on radar screens, electric computers, secondary radar for individual identification, and automatic signalling, are the tools we are now trying out as speed and traffic volume increase.

Within the past ten years, the growth of air traffic in Canada has exceeded the most optimistic expectations. In that short period, domestic passenger traffic has sky-rocketed from one million to five million passengers a year.

The requirements arising from this explosive growth in terms of airports, airways, and terminals, are tremendous. At the present time, we are pushing ahead rapidly with a long-range programme, which covers the ten-year period expiring in 1968. The total estimated expenditure amounts to no less than \$ 1 billion, based on about a 50-50 division between capital and operational costs.

TERMINAL BUILDINGS

Air-terminal buildings form possibly the most noticeable part of the current construction programme. Each of these buildings is a highly complex structure, specially designed to suit, not only the air traveller, but many technical operations as well — communications, customs and immigration, air-traffic control, baggage handling, and so on. When you superimpose on these the accommodation for a dozen-and-one types of concession, the terminal building is just about the equivalent of a small community.

For example, the new Montreal terminal building, which we will have in operation by the end of the year, has an area equivalent to five city blocks. 2,500 persons will work there daily. The heating load is more than 2½ times that of the Queen Elizabeth Hotel — to be exact, 18,000 gallons of fuel oil on a peak day. The new Toronto terminal will cover an area thirteen times as large as the present building.

New terminal buildings are already in operation at Saskatoon, the Lakehead, Windsor, Quebec City, Seven Islands, Moncton, Torbay, Stephenville and Gander. This year we will complete new terminal buildings at Ottawa, Halifax, Regina and Montreal. Good progress is being made on the new projects at Edmonton, Winnipeg, and Toronto. When this part of our programme is completed, we will have a series of terminals better than those provided by any country of comparable size.

AIR CARGO

Another aspect of aviation, which is perhaps not as widely recognized as passenger service but is making tremendous advances today, is the business of air cargo. While volume in this field is still lower than passenger service, its present rate of growth has surpassed passenger-business growth by nine times, and many competent people in the aviation industry are today predicting that freight revenues will soon exceed passenger revenues.

While air-freight expansion has been spectacular it has been retarded by one obstacle — the lack of an efficient large cargo aircraft.

The fact that airlines have been carrying on with primarily passenger aircraft converted for freight work has kept operating costs high.

A major solution to the problem of high costs, and one which may well provide the economic break-through, is the CL 44 cargo plane being developed by Canadair.

This plane has many special features, particularly advanced turbo-prop engines with low fuel consumption and maximum

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capacity through use of a hinged tail, which allows straight in loading and unloading.

This feature promises to overcome delays on the ground. It is estimated that three to five hour loading times may be cut to half an hour and result in a substantial reduction in air freight rates.

Ten years ago, Trans-Canada Air Lines carried, in one year, approximately 4½ million pounds of air freight. Last year, the total was 35 million pounds, or eight times as much. Today, virtually all the large air lines have, or soon will have, large jet aircraft in service, providing greater speed and more capacity.

The new DC 8 that TCA has now in operation is capable of carrying, in addition to its normal complement of 127 passengers, 5 tons of cargo in its holds, at a speed of 550 miles an hour.

When it is realized that a shipment of goods can leave Toronto at 8.35 in the morning, and arrive in Vancouver at 10.15 the same morning, or, for example, a shipment from a supplier in London, England, can leave at 3.15 in the afternoon and arrive in Toronto at 6.10 the same afternoon, one can readily see the great potential that lies ahead for this phase of the air industry.

CENTRAL WAREHOUSES

The day will come and not in the too fardistant future, when we will see huge central warehouses built close to our major airports, with connecting runways that will permit 30 to 40 ton cargo planes to taxi right into a warehouse, just as a truck does today, load its cargo in Montreal and deliver it in Vancouver the same morning.

When we accomplish this we will have given Canadian industry a major opportunity to improve its competitive position by providing the benefits of rapid delivery and continuity of supply in areas far removed from the source of production.

By December of this year TCA will be able to lift approximately 1.6 million pounds a month westbound from Toronto, compared to the present figure of approximately 400,000 pounds. In short, a fourfold expansion in air-freight facilities before the end of this year. The same type of expansion in facilities will be possible to and from the Atlantic provinces, and, early in 1961, to New York and Chicago.

Shipments will move at much greater speeds, so that a combination of increased speed in delivery and increased transport capacity will result in dramatically improved service.

This improvement in service might lead one to expect higher rates, but let me assure you, the reverse will very likely be the case, because of the increased productivity of the new aircraft.

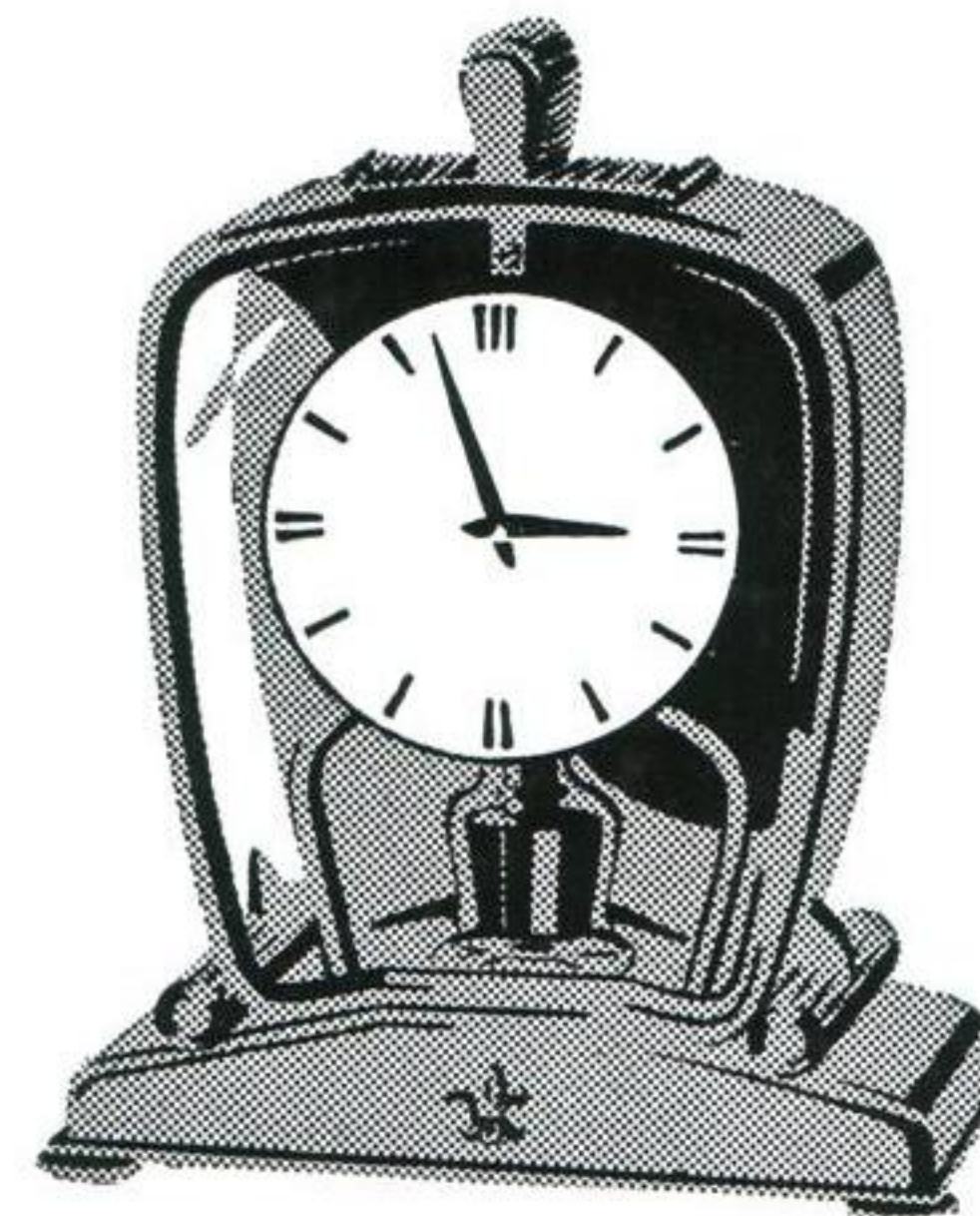
On April 1st last, trans-Atlantic rates were reduced on a wide list of commodities — in some cases as much as 50 per cent.

TCA has at present under study a review of prevailing domestic rates with a view to a reduction in domestic rates for air cargo, particularly long-haul cargo.

The increased productivity of the new aircraft now going into service provides the break-through for the carriage of large volumes of cargo by air.

At present the air industry is looking even farther ahead, and plans are well advanced for pure jet and turbo-prop freighter aircraft — which give promise of lower-cost transportation.

TCA, along with other North American and overseas airlines, is today actively studying the possibilities of employing new, modern, freighter aircraft on its routes, to provide even greater capacity and better service to Canadian business and industry.



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Sports and RECREATION

Men's Station Fastball Team

For the past month the team has been fighting quite a battle with the weather. In between storms they have managed to squeeze in a few games in both the Karlsruhe League and the Air Div League. On the fourth of June they took off for Pforzheim for a game with the US Air Force. When the dust had settled, 4 Wing came out with a 15-0 victory. Norm Haney pitched 6²/₃innings of hitless ball before the Yanks could get to him. THE big game of the month came off on the 7th of June when the Sgt's Mess team from 4 Wing took on the men. It was a good game and despite spotting the Sgts 5 runs, the Station team came out on top by a score of 11-5. I hear a certain Flight Sergeant lost quite a few brews over this one. Oh Well! We'll learn the hard way. Eh Flight?

On the 21st the team journeyed to Ettlingen and defeated the 77th Engineers. The score is not available but "Tex" Cheese was the winning pitcher. The next day they invaded 2 Wing and behind the strong right arm and heavy bat of Norm Haney, the boys were victorious to a score of 8-7. Norm blasted a home run in the sixth inning for the winning margin. On the 23rd (still hungover) the boys travelled to Ettlingen once again. This was a bad night as the 39th Engineers came out on top 4-3. The boys were hitting the ball hard but the outfielders were left over from the baseball team as they were playing that far out in the field. "Tex" Cheese and Norm Haney both "Chucked" in this one and despite the loss, did a bang up job. On the 25 th the team played host to the 285th MP's from Karlsruhe for a doubleheader. In the first game Norm Haney had an easy time as his mates piled up a 17-5 score for him. In the second game "Tex" Cheese held them to only 3 hits but the opposing pitcher was just as sharp as the MP'S defeated the men 3-2. At the time of this writing the team has 4 games to play before the first half of the Karlsruhe schedule is completed. Their record is 10 wins and 2 losses.

In the Air Div League they are not doing so well, as the following standings indicate.

Team	P	W	L	T	Pts
ADSU	8	5	3	—	10
3 Wing	9	4	4	1	9
2 Wing	10	4	5	1	9
1 Wing	8	4	4	—	8
4 Wing	7	3	4	—	6

Maybe after a couple more games this will look a little better for us. Let's all get out and really show them that we want 4 Wing on top.

TEAM BATTING AVERAGES

Quinlan	— .470	Shand	— .305
Fischer	— .411	Cheese	— .285
Racicot	— .405	Clackson	— .250
Renaud	— .400	Routhier	— .233
Sommen	— .375	Dumbrell	— .166
Gadde	— .333	Meyers	— .105
Haney	— .320	DeMarco	— .100
Lapierre	— .315	Hunt	— .086

Ladies Station Fastball Team

Just a little news about the games the girls played. On 22 June the girls tangled with 2 (F) Wing at 2 Wing to defeat them by a score of 17-12. On 23 June 3 (F) Wing played us at home and defeated us by a score of 9-4. This was the girls first home game loss. It won't happen again — will it girls?

On Saturday 25 June the WAC's from Heidelberg motored down here for an exhibition game. The game was a victory for us, as we defeated them by a score of 28-7.

LAC Frank Jervis, the girls coach, is returning to Canada on the 26th July, and the girls would like to thank you Frank, for all the help that you have given us. Sgt Pardoe is now taking over the job as our coach, and all the girls are pulling for him, and we are sure that we will be victorious.

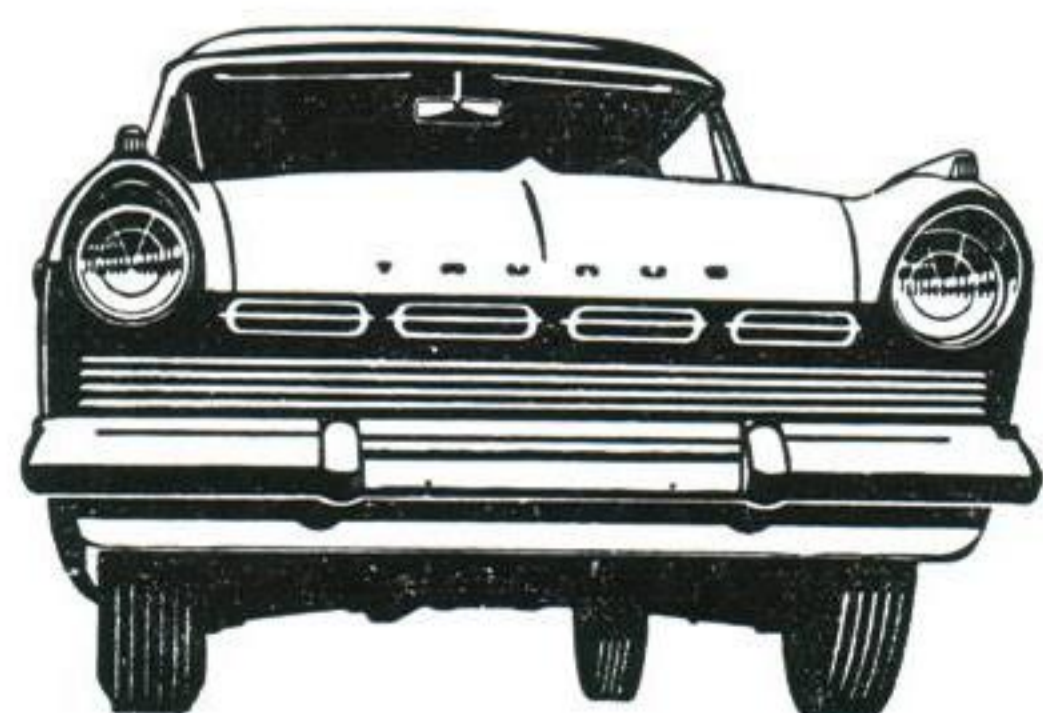
The standings for the inter-wing fastball (Ladies) follows.

Team	P	W	L	Pts
3 Wing	9	5	4	10
ADSU	8	2	6	4
4 Wing	7	4	3	8
1 Wing	8	3	5	6
2 Wing	10	7	3	14

Inter-Section Fastball

The League is in full swing now, with many of the teams purchasing uniforms. This helps to prove the interest that the personnel are showing, as these uniforms are paid for by the players, and not the Station Fund. At this time, the President, George McGabe, would like to thank the players for their co-operation in not defaulting any games, and in looking after the equipment, as to date there has been none lost or misplaced.

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Now, back to ball. Some of the Sgts are having button trouble, Eh Torre!!! Old "Rubber Arm" is still unbeaten in League competition. The Corporals played host to their "bett-ers" one Friday night, and the food and "refreshments" were much enjoyed - "Thanks, Cpl Hector" !!

S/L Walker pitched a two hit ball game 23 June for his first win of the season, after five "Glorious" defeats. "Lucky" Lockridge is putting on more weight behind the ball and keeping his team in contention. Watching ME play the other night, I noticed they had a "Charlie Brown" playing for them.

The calibre of ball is improving, and more spectators are coming out to cheer or heckle the players and umpires, and by the way, odd scores do happen in any ball game as they do happen in Football, that particular game was football 60-0 against ME but 33 to 3 is not a bad score at all for softball, is it 422 (0) ????

Tennis Club

On the week-end of 18-19 June, the club held a "Ladies Doubles" and a "Men's Doubles" tournament.

Everything went well except the weather. It was far too hot to play, and sun tans were very easy to come by. Owing to flying commitments, some of the first rounds of the men's doubles had already been played on Thursday night and Friday morning. The men had eight teams entered and after the first round, it looked like this;

Fairhead/Heinitz - Vanier/Francouer: 6-2 6-3
 Brisbois/Redden - Fast/Kunitski: 6-4 6-4
 Payten/Gelinas - Jupp/Fischer: 8-6 5-7 11-9
 G/C McNair/Bridgeman - Tann/Ellerbeck: 6-3 6-0

All the above games were very good to watch, but the match between F/L Jupp and F/O Fischer against LAC Payten and LAC Gelinas was almost too even. It was a terrific struggle, after tying the first two sets, the decision finally came out 11-9 for the LAC's after 2 hours and 40 Minutes of play in the boiling sun. What they say about "Mad dogs and Englishmen" should also apply to Tennis players. One consolation, the game was just as hard on the nerves of the spectators and the Umpire.

Before the Men's semi-finals started, a change had to be made in one of the teams. Sgt. Heinitz had injured his right shoulder and was very ably replaced by LAC Young.

FS Fairhead - LAC Young VS Sgt Brisebois, LAC Redden 7-5, 6-4.

LAC Payten - LAC Gelinas VS G/C McNair, F/L Bridgeman 6-2, 6-3.

On Sunday morning at 09.00 hrs, the Men's Finals were played for which quite a few spectators turned out. FS Fairhead and LAC Young defeated the two extremely good players LAC Payten and LAC Gelinas in two straight sets, 6-4, 6-3.

On the Ladies side, the picture looked slightly different. The ladies were slightly reluctant to enter the tournament at all, so they had to be conscripted into it. That caused a bit of confusion regarding the time they were to play, and even partners had to be juggled, but the ones that showed up, enjoyed themselves very much even though they did suffer

from the heat. Two of the girls who lost in the first round, got a chance to play again with different partners, so that all the girls could play without giving too many by's. There were two pre-first-round matches to make things even Miss Fortin - Miss Whalley VS Miss Gallinagh, Miss Clancy 6-4, Mrs. Payten - Miss Loiselles VS Mrs. Jupp, Mrs Brisebois 6-2.

First round results

Mrs. Fairhead, Mrs. Luxton VS Mrs. Payten, Mrs. Brisebois 6-3
 F/O Baraud, F/O Belanger VS Mrs. McNair, Mrs. Taylor 6-2
 Miss Page, Mrs. Vanier VS Mrs. Hale, Miss Lawson 6-0
 Miss Fortin, Miss Whalley VS Mrs. Payen, Miss Loiselles 6-1

The Semi-Finals and Finals were played on Sunday. Mrs. Fairhead and Mrs. Luxton eliminated Miss Barraud and Miss Belanger 6-2, while Mrs. Vanier and Miss Page beat Miss Fortin and Miss Whalley 6-4.

The big ladies match was played on Sunday afternoon at 14.00 hrs and the girls had to play a best of three sets in the boiling heat. It was a fine finale to a good tournament. Mrs. Fairhead and Mrs. Luxton fairly walked away with the first set by 6-0. In the second set however, Mrs. Vanier and Miss Page showed their true form and took the set 11-9. The third set again went to Mrs. Fairhead and Mrs. Luxton at 6-2.

All competing members are to be congratulated on the fine performance and wonderful sportsmanship. Let's have a good turn out for the forthcoming tournament.

Archery

The Archery enthusiasts have not in the past few weeks been able to give full vent to their archery instincts, this is largely due to the fact that we are without targets. This is expected to be remedied in the very near future and shooting will again commence on the out door range.


An election of officers took place at the last meeting with the end results being as follows:

President Lac Rideout WM
 Vice President Lac McCreary Nuclear Defence
 Secretary Mrs. SM Jarvis Station PX

At the last meeting a crest was decided upon for the club, the winner of the competition held for this purpose was a visiting member Mr. D McCullin. Mr. McCullin was visiting the wing as a member of the Scottish Electric and during his stay here became an avid archery fan, Dave will be given a crest free for his fine design. The crest was sent away to a local company and the sample returned is second to none, all interested members can see same by contacting the vice president at his place of employment.

Some of the members attended the open shoot held by the USAF at Ramstein and were very much impressed with the fine club in operation there. A lot of ideas were obtained with a view to applying them to our club and thus improving our standards.

The archery club is still open for new members and all dependants over the age of fifteen are invited. A great deal of work has been carried out both on the outdoor and the indoor range, which help accommodate the large number of members now in the club. Again let me say all are welcome.

	For CAMPING	Straight Airmattresses	DM 29.70 up	Chairs	DM 15.90 to DM 19.80
		Convertible Airmattresses	DM 34.50 to 49.80	Sets of Camping Pots	DM 8.60 up
		Convertible Airmattresses		Armchairs	DM 21.75 to DM 39.00
		coloured	DM 33.75 to DM 45.00	"Enders" Stoves (Gasoline)	DM 21.85 up
		Camping Tables	DM 19.80 to DM 58.50		
		Large Variety of Cots			
		Stools	DM 4.40 to DM 9.30		

Golf News

The golfing season had its usual early start here at 4 Wing and golfers may be seen chasing the tantalizing White Devil into rough, sand traps and water hazards on every course.

The first Wing tournament was held on May 31st at Heidelberg Golf course. 55 players participated, and resulted in the following winners:

Low Gross F/O Cratchley, Sgt Rafuse 83
F/L Millar 85

Low Net F/L MacKenzie 70
Cpl Webley 71
F/L Knight 73

Hidden Scores Cpl Pyke F/O Penfold

The second Wing tournament was held on June 23rd at Heidelberg with 36 entrants playing. Winners were,

Low Gross F/L MacKenzie 81
Sgt Rafuse 87
Cpl Allen 89

Low Net Cpl McGillivray 72
Cpl Kreutz 74
G/C McNair 75

Hidden Scores Mr. Hunt Lac Findley

Future golfing dates are July 21, August 18, September 29 and October 27. September's tournament will be for the Wing Championship.

The Air Division tournament will be held on September 11 and played at Luxembourg. A twelve man team will be selected by the Golf Committee, and will be composed of the best golfers in the Wing.

Personnel are encouraged to participate in the tournaments and to turn in all score cards to the Recreation Centre. Cards will be accepted from any golf course for handicap purposes.

Your Golf committee for 1960 is:

President S/L Mayo Sec=Treas Cpl McFadyen
Tournaments WO1 Ing, Sgt Rafuse and F/L Richer
Handicaps F/L MacKenzie and Cpl Webley

Personnel are invited to use the driving range, located at the base of the control tower. This privilege is free, and the hours of operation are, Sunday to Friday from 1700 until dusk.



Cross of Sacrifice



A/V/M Wray places wreath at newly unveiled Cross of Sacrifice

Air Vice Marshal L. E. Wray, Air Officer Commanding the Canadian Air Division here in Europe, officially unveiled a Cross of Sacrifice yesterday at Choloy Cemetery, 15 kilometers south-west of Toul.

Choloy is the final resting place for armed forces of Canada, the United Kingdom, Australia and New Zealand who died in the Second World War, and for deceased members of the RCAF Air Division since its inception in 1952.

In addition to the 30-foot steel and concrete Cross, two small shelters were also erected on the site. One houses a register of the name of the soldiers and airmen who are buried there, and the other contains a visitor's register.

Nearly 300 officers, airmen, and airwomen, representing each of the four RCAF Fighter Wings in Europe, as well as the Air Division Headquarters at the Chateau de Mercy, took part in the ceremony. Among the official guests were the two French Air Force Liaison officers, stationed with the RCAF in Metz and at No. 1 Fighter Wing Marville — Commandant Poirot and Capitaine Cheval.

Following the placing of the official wreath by A/V/M Wray, two RCAF pipers played a Lament, which was followed by the "Last Post" and "Reveille". Addresses of dedication were delivered by the two Command Chaplains from the Air Division Headquarters, Wing Commander E.W.S. Gilbert and Wing Commander Raoul Poirier, Protestant and Roman Catholic respectively.

After a brief address by the Air Officer Commanding, the Band of No. 3 Fighter Wing, played "God Save the Queen" and "La Marseillaise", terminating the ceremony.



Protestant Guild



The Magnificent Ulm Cathedral

At the half way point on the Stuttgart-Munchen Autobahn, many travellers notice a tiny wisp of a church spire far off in the distance, perhaps ten or fifteen miles away. It is not surprising that the "tiny wisp" stands out as clearly as it does, for the Ulm Cathedral spire is the highest in the world. Anyone who has ever stood in the Cathedral square will not question the statement, especially if he has stood in front of the central tower and spire, and attempted to appreciate its height with one sweeping vertical glance.

Like many of Europe's vast Cathedrals, Ulm was not built in a short time; begun in 1377, the cathedral was not ready for its first festival to celebrate the completion until five hundred and thirteen years later. Obviously the generation of people who helped to raise the magnificent structure were not concerned with a mere housing for their daily services of praise. Nor were they interested in only a local church, for the Cathedral, when it was first planned by its medieval architects, was designed to hold at least twice as many worshippers as there were in the total population of the city.

Gothic architecture, of which Ulm Cathedral is a supreme example, symbolizes the attempt of the human spirit to uplift itself to God. Hence the tall spire on any Gothic church, which survives still, almost a thousand years after the idea of Gothic was originated, in the tiny country churches of North America. More symbols of this attempt to reach to the spiritual heights are found in the high pointed windows, the walls supported by huge flying buttresses, and the vaulted arches.

The Lutheran services held in this most impressive setting at Ulm are uplifting, just as those architects inspired by the Gothic ideal have planned them to be.

Guild News

Strawberry short-cake served in buffet style opened the June meeting of the Chapel Guild. Miss Bonnie Brunelle, accompanied by Miss Joanne Weicker sang two beautiful numbers. Miss Dora Elliott showed slides of the Holy Land with interesting comments and stories.

Mrs. Mayo, the President, thanked all those who had contributed to a successful year. Our Therapy cart, Bazaar, Visiting, Chapel, Nursery and Entertainment committees have made our Guild an effective organization, developing it spiritually, socially and musically.

The incoming executive was installed by Padre Mould.

To all those who have contributed may we hope that your experience has been as rewarding to you as it has been enriching to our group. May our Guild under God's guiding hand grow to minister and meet the needs of 4 (F) Wing.

If you are being repatriated, you may leave your White Elephants for the Bazaar at Bldgs. 26/2 or 26/6.

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MERCEDES-BENZ



Touring our Flugplatz



We would like to offer our humble apologies to F/L Ed Francis whom in last month's article we did out of the honour of being the last of the North Bay Moosemen to be posted from the squadron. How we could manage to overlook his claim to the title is difficult to understand, though you must

419



SQN



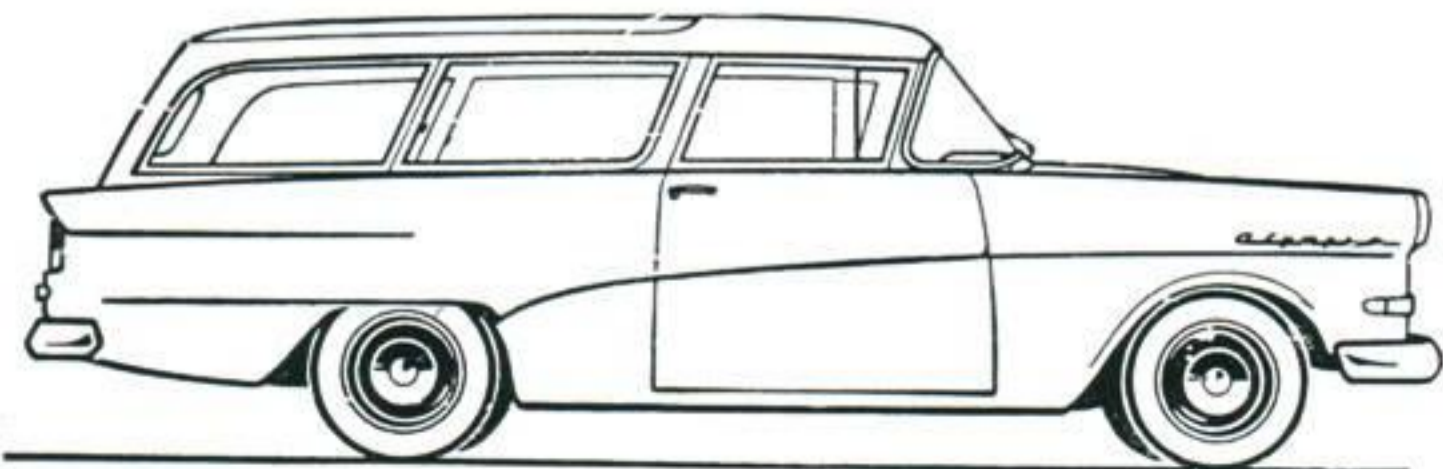
Wing Commander OC Brown



Flight Lieutenant Ed Francis and Flying Officer Jack Hicks

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admit it's hard to picture this gay effervescent lad with the spirit of a rookie as being such a grizzled veteran. Ed however is in a select category of pilots having racked up some fourteen hundred "clunk" hours, a mark shared by only a handful of people in the airforce. Ed's smiling countenance will still be seen around the Mess however a he will only be moving as far as Ops. Accompanying him will be his present navigator, Jack Hicks. Jack and Ed are to be congratulated in drawing extensions here at 4 Wing.

Of course the big news this month was the announcement made at the squadron party at Kuppenheim that our OC, W/C Brown will be leaving us in early July. W/C Brown's tour at the helm of the Moose has seemed all too short, though it was highlighted by some outstanding achievements such as rocket and gunnery shoot victories and a commendation by the Chief of the Air Staff, all of which reflect the quality of leadership we have had. W/C Brown will be replacing a former 419 OC, W/C Ireland, and in his new job at Air Division he will still be able to keep in touch with the squadron. We would like to bet that he will somehow find time to come down to Deci next camp and cheer the Moosemen to another rocket trophy. During the farewell, the Browns were presented with a squadron tray, a bouquet of flowers and a cocktail shaker from the airmen and officers of 419. On behalf of all squadron personnel we would like to wish W/C Brown and his family happiness and success in whatever the future holds in store for them.

A pleasant reminder of the past was received recently when it was learned that Mrs. Fulton, wife of W/C "Moose" Fulton, the first OC of 419 and from whom the squadron took its name, had been asking for news of the squadron. You may be interested to know that the squadron's first lady will be sent a digest complete with pictures of the squadron's exploits since being re-activated as an interceptor unit.

It's always been held that the airforce offers a fellow plenty of scope to develop a variety of skills, and an incident in the dispersal last month certainly bore this out when several of our airmen got a quick check out as shepherders. It seems the regular station shepherd came a cropper against one of our aircraft wings and had to be taken to the hospital for treatment. In the meantime some of our intrepid groundcrew managed to keep the sheep on the base with some energetic footwork. Their efforts were loudly applauded by a throng of cheering onlookers.

We have just learned that yet another squadron member will be departing when Dick McKean sets sail for Canada this summer. We wish Dick and Cathy all the best for the future and we hope that in the years to come they will look back on many happy memories of their stay at 4 Wing.



You call it ●

● *Campagne*

better ask for

we call it Sekt, so

**HENKELL
TROCKEN**

HENKELL

444



SQN

by F/O R.D. Glen

Now that escape and evasion has past and the war stories have been told 444 is settling down to a long summer of Zulus while 422 is in sunny Sardinia.

The SMU has lost another old member to the Brown Bagger Union as Don Hindle married a pretty German girl, Miss Helga Netzker. As Don and Helga left the church a section of four Sabres and a stork made a fly past. At the reception, which was held at the Officer's Mess, F/O Chet Randall, the best man read the telegrams which had arrived. After the cutting of the cake Helga threw her bouquet which was caught by F/O Ed Tann. After a short delay caused by faulty spark plug connections in Don's car the bride and groom left for their honeymoon. Best wishes for a long and happy marriage from Triple four.



F/O and Mrs. Don Hindle

A section of four Sabres went south this month on the Southern Bello exercise. F/L Wheler, F/Os Granley, Kuch, and Wansborough were all checked out on Gondolas in Venice. Bud and Terry were becoming so proficient that they were able to work the night clubs on both sides of the canals. It was said that Tommy Wheler contented himself with a diet of fish, wine, and bikini observing.

On the 27th of June the officers and wives had a weiner roast along the Rhine. Even though it started to rain as we arrived at the ground, spirits were not dampened. After a short time F/Os MacKay and Joyce had a roaring fire going. Tommy Wheler is still wondering how the muddy foot prints got all over the top of his car. The rain must have discouraged the SMU of 422 and 419 who were invited to crash the party as only one 419 Nav. F/O Bob McKendry, was able to find his way out to the party.

Now for the arrival and departure columns. Our only Newie this month is P.D. McLaren MkII. Congratulations Karen and

Paul. We would also like to welcome back F/O Doug Moffatt from the Flight Safety course in Canada.

On the departure side we have two stalwarts F/O's Peter Davis and Rod Violette anthier way to the FWI Course in Chatham. Unfortunately lost to the Squadron on a more permanent basis is F/L Gord McLeod and F/O Ralph Gallinger. Gord is off to the scope watchers job north of Montreal while Ralph is headed for CEPE in Ottawa. Their experience and leadership will be very hard to replace. Once again the best of luck Gord and Ralph.

444 Sqn Groundcrew

Well, Flieger Fans, after a few months absence, we have decided to come forth with a few choice words of news and gossip to our readers. First of all we would like to extend our heartiest congatulations to our newly married couple, Kieth and Karen Tofflemire. A long and happy married life kids. The knot tying ceremony took place on the 18th of June in the Protestant Chapel and a gathering of the clan took place in the Social Center afterwards. A grand time was had by all, and in great demand was that concoction brewed by George (HIC) Letellier. Also we would like to give our best to Red and Elsie, but as this article is being written that happy event is in the near future. It seems with everybody getting hitched and all the rumours and grossip going around, the SMU is not long for this world. What do you say Chester, Frank, Al, Sab, Bob, Fred and last but not least, Nick (alias Santa Claus)?

Things are fairly quiet around the dispersal these days, with doing just our regular Zulu's. With the days getting shorter on Zulu's, we only work 19 hours a day now. It sure interferes with a persons eating and sleeping hours, and, ah, his drinking time. But, nevertheless we manage to make the best of it.

We have a new PA system here in the servicing end of our dispersal, but at the last glimpse of the affair it doesn't seem to be too effective. One speaker is pointed towards the ground and the other would make a fine horn for calling crows. But, we are sure that Harvey and Mike put their best into it, although Jim Lloyd claims to have done most of the bull labour, which is about all he is good for. We are still wondering what is going to happen when 'Cool Bill' gets hold of it. Ed Sullivan never had a chance.

Very little doing in the Armament Shack and the dispersal office as usual, so not too much to say. Ernie Jones is supposedly sick and has to go and take Ken Porter's place in the

office. We just hope that with all the panic in there, that your hair doesn't fall out too, Ernie. They say Phillips is a regular speed demon when it comes to cleaning guns. Perhaps Ram will try the same and they can both lose weight together. Kieth Weidendorf likes Sardinia so much he volunteered to go down there with 422. Glad to see you like it Weiner. Hope your mother-in-law has a good time on her stay here Hubert, I mean Ken. On the subject of soft touches, not too much to say about snag crew, except that we hear they are thinking of doing away with it. Even snag crew types think it is a waste of time and manpower.

There is a little fellow running around here all the time, as busy as a bee, and it seems he never stops. We are still wondering if that's how he got his name, 'Quickie' Boucher. And then there are our two old men, Al Mitchell and Dave Oakley, who still wish they were back in the Golden Twenties. Born Thirty Years Too Soon, fella's. Hardly noticeable is Jerry Letarte who tries to get in on the conversation. Jerry you have to be a bit older than your present 37 to talk to those boys. Getting back to the beginning of this article, Sab you better rush along as things are coming to an end. It's a long way across the pond kiddo. Oh Guy, by the way, we guess someone else will have to bring home the Bacon now. A while back here we noticed a couple of our riggers, Jerry Matte and Mel Davies going around behind the bunker every break period. This seemed kind of odd, so one of our roving reporters peeked around the corner of said bunker. He viewed the situation for a few minutes and came back and reported: Says he, "Chaps, Davies still has the fasted draw this side of the Rhine." So, beware Infiltrators.

We have a few ardent golfers in our ranks. To mention a few, Rod Allen, Brian Johnson, Al Jensen, and Bob Burdette. Most of our lads are shaping up pretty well, but Burdette still can't find that 'Birdie' to take back to his Sergeant yet. Whilst on the subject of sports our squadron ball team still has its ups and downs. Last year we cried for spectators to come out and cheer the team on. This year we want ball players to come out and listen to all that cheering.

A while back maintenance was presented with a couple of badly bent Sabres of ours. One of them looked like the owner of an old beat-up Chev' was flying it. As for the other one, after an interview with Col. Steve Canyon, all there was to be heard was, "No Comment". Oh well, there's always Merckels, fella's. While down at Maintenance the other day we had a quick look around. One would think it was 422 dispersal with all their aircraft parked down there. But, siding with our Tomahawk Tech Types, what can you expect from The Home for the Aged? One thing they really are good at, down at maintenance, and that is signing an L14. C'est La Vie.



Trock'ne Kehle PARKBRÄU wähle!

422



Sqn

F/o R.B. McQUIGGAN

Now that the annual "Back-to-Nature" hike through the French woods is completed, we can look forward to a more restful summer, interrupted only by a short trip to Sardinia.

Stormy Trail had a few highlights, with Murray Thom escaping from Sedan, thus earning himself a bottle of Champagne. Several members of the squadron were unfortunate enough to be captured, but most of us managed to evade by one means or another. Congratulations to Bill Bell and Jim Plummer for completing the exercise.

During the past month the Tomahawk Squadron had its annual Squadron Dinner, held in the Combined Mess. The dinner and following dance were well attended, with G/C and Mrs. McNair the guest of honour.

On this occasion a farewell was given to FS White, the Senior NCO of the squadron for the past several years. He is returning to Canada for a tour at Portage La Prairie.

Following this, the OC, S/L Murray was invested into the Order of the Bent Sabre. The highlight of the dinner and the evening was provided by Sgt Hagan's recital of one of his poems composed especially for this occasion.

The evening was brought to a successful conclusion with a dance. The music was supplied by an orchestra ably assisted by S/L Pelton, Bill and Mary Jupp, Helen Murray and a part of the Sgt's Mess floor show.

This month has also brought to an end, the stay of "Danny" Danford a longtime member of 422 squadron. Danny is returning to Canada via England where he switches into army khaki before undergoing Service Corps training at Camp Borden.

Farewells were expressed at a stag-dinner, a weiner roast given by Pete and Olga Howe and Charlie and Mary Batcock, and at a Sherry Party for Marie, held by Lynn Luxton. With Danny and Marie go the best wishes of the entire squadron.

Alas, another sad blow to the SMU, has occurred with the arrival of Don McBride, a recent addition to the Brown Baggers. Don is a 1959 graduate of RMC.

422 Ground Crew

Since the last articles in the Flieger that came from the Hatchet Men, quite a few things have happened. Our author for the tribe Bob Mitchell left and nobody came forward to write for us. So I figured it was about time we got back in print.

Our latest departure for home was Cpl. Gord Aultman who I see from the smoke signals, had some bad luck in Le Havre, where his car was broken into and cleaned out. There are quite a few of the Indians dancing around like Frank (5 days to go) Rumney and Shorty O'Brien who has a few more.

Jack Curry pulled a swifty and got hitched up to MaryAnn on the 10th of June. Jack why didn't you come to the squadron party that night? Everybody was looking for you. George Muir also brought in a new member for the tribe on the 4th of June. Welcome to you both Terry and MaryAnn. Flash!! Jack Curry has since left for 1 Wing and is waiting for the Comet for a ride to Trenton.

The medicine Men of the station have been doing a bit of work lately for us. Earl Tait's wife Wynne just getting over pneumonia. Jim Sommen's wife Fran presented him with another young brave but had been hoping for a girl. You can always try again Jim. Mrs. Ethier brought another boy into

the tribe. By the way Etch, sorry we can't supply plates for that dog of yours to eat cookies off.

Our Annual? War Dance was held on the 10th of June in the mixed Lounge and we haven't heard a complaint yet. Our Chief Indian S/L Murray was presented with the order of The Bent Sabre by our Medicine Man of sick Sabres F/S Herb White. A poem!!! In Wee Albert style was rhymed out by story teller Gerry Hagans. This poem is a bit long otherwise it would be in print. Gerry the chief said he would take your suggestion about the crew brew but didn't say when.

All in all it was a pretty good party and thanks again to the committee of Lac Spencer, Sgt Nelson and F/O Plummer.

In case anyone is wondering Lowell Slaunewhite fell off a wing to get that monstrous cast. We still figure its a heck of a way to get out of going to Deci.

Maintenance has finally started to do some work for us and has started on our pre-Deci inspections. Also the excuses are starting to fly for not going both here and in the Hangar. Don't be chicken lads its not every day you can get a free trip to swim in the Med. No don't worry Faraway we mean after we get there not on the way down. Please pass the pills and the cups to Dick before the Bristol starts its engines.

Well that looks like all the news for now before we leave and will try to send a sunny message from the sunny south in time for the next issue, just to let you poor people know what happens when the Indians see the sun.

MSE Exhaust Fumes

As this is my first attempt at delving into the realm of literature to bring you news and views from the local Brown & White Taxi Line, I hope that you will bear with me.

First off, a hearty welcome to the fold is extended to Lac's John Babin, Ray Bonde, Bob Hastings, Art Hawkins & F/C "PAT" Jackson. The latter is here for the summer from OAC Guelph Ont.

On the 10 June the Section held our annual party in Soellingen and due to the hard work and effort put into it by our committee it was a howling success (with Stu Anderson doing most of the howling).

WO1 Ing acted as MC and called upon F/L Baker to present farewell tokens in the form of beautiful ceramic ash trays to the departing lads. Wished farewell were Sgt Alex Born, Cpl's Ron Brown, Archie Thomson and one of the octane jockies Big Bill McNair. Those not present to receive their ash trays were Lac's Reg Turner, Don Dalman & Cpl Stan Ricketts. W/C Markham was called upon to present to F/L and Mrs. Baker a miniature "Honey Wagon" as a parting gift from the section.

It is with deep regret that this Section and I'm sure the whole Wing bids F/L & Holly Baker a fond farewell as he departs to put the MSE Section at Uplands on a "paying basis". His guidance as manager of the Combines Hockey Team and his interest in the DND School over the past four years will certainly be missed.

Our baseball team started the season very nicely but in the past few games went into a slump but being stalwart gents we shall arise and carry on like the pros we are. The most enjoyable game that was played so far this season was against the Sgts. They started off with the mighty arm of their ace hurler and terror of sluggers row Big Jack Burghardt who was replaced quite suddenly and for no apparent reason in the second inning. In the batting section of the Sgts team Don "Mickey Mantle" Farnsworth is second to none. His mighty swat to left field took everybody by surprise (including himself) and sure shook up Lou Lesperance who was heard to mutter something like "£,? & £ /"\$ as the ball sailed over his outstretched mustache.

Well that caps and gowns it for this issue but I will try to have more news and nonsense for you next time.

Supply Section

As Flieger time rolls around again I'm a little shy on writing a column on our news and views since the last two I wrote never made print! Must be that the Editor believes that "no news is good news". Rather odd he should choose our section twice in a row.

As twice before, I say once again (maybe this one will make it), welcome and wie geht es to Miss "Oolie" Braun and Miss Inga Letule, our two new typists in building 4. To add to our new arrivals is LAW Jackie Nadeau, formerly a Goose Bay resident. Welcome to the "land of the Schnitzel and Beer" Jackie, they do wonders for the waistline. Also at this time a hearty welcome goes out to F/L Hawkins, our new WHO, formerly of 1 Air Div HQ. Glad to have you aboard Sir, hope you like it here at 4 Wing.

Seems our two young Cpls (McCullough and Cooper) made rather an adventurous trip to Italy last month, both arriving back to work with some pleasant memories and experiences, in fact so pleasant that F/L Lemmex has decided to try the trip. I understand Cpl Cooper (Jack by name) is a very insistent photographer, no matter what the surrounding "objects" have to offer! Don't worry Jack, all that glitters is not gold.

One of our Accounts auditors certainly is flying low this week — and he has reason to be — seems his number was called and he and his wife were blessed with a little "round" bundle of joy late Tuesday evening. Congratulations Cpl Fred and Denis Le Blanc, your daughter sure is sweet.

I was wondering what was wrong at Tech Stores the other day, seemed as though something was missing — I finally concluded it was the round smiling face of our one and only Sgt Cornelson.

Apparently Hugelshiem had a Beer Fest; it's the only reason possible for our coffee to be late, not once a day but twice. Good thing Hugie doesn't cut loose like that more than a couple of times a year eh Blondie? Or I'm sure we'd get awfully thirsty around second break.

A section just can't be completely still for long, without some of the more notable personnel leaving this land of Beer and Schnitzel for the dear place called Canada — you know — it's that place where cigs sell for 40 cents for 20. However, the time has come when we must bid farewell to some of our oldest acquaintances. Among them are:

F/O McKenna to Lac St Denis
FS Munroe H — AMC
Sgt Simms — Sea Island
Cpl McDonald — Penhold
LAC Whelan — 5SD
LAW Harfitt — retiring
Miss Sweetnam — Back to Limey Land

Up to time of going to press LAC King KG, LAC Dods-worth E, and LAC Peterson F are still wondering where they will call "home".

Last but not least, LAW McLeod, who is not really leaving 4 Wing at all, but is leaving the Air Force to play full time

roll as dear wife for Bev and to wait patiently for the time when she'll be known as "Mother". One thing about it Terry — sure will save the nerves quite a bit; I understand the Opel takes corners and curves much better on two wheels, especially about 8.20 a.m.!

Those of us who are going to stay on for a while at 4 Wing, presented our departing friends with a slight Farewell "Exercise". The whole thing went off very well, including the games, lunch of "Doggies" and Sing Song. However, I think I remember a certain few people still trying vainly to remember where (exactly) they left a coat or a sweater or something on Monday morning. When we finally all straggled in, each item was returned (rather mysteriously) to its rightful owner on a "no questions asked" basis! Just the same, for those of you who were otherwise engaged, you really missed something — you shouldn't have let the "Exercise" part of it mislead you!

I think this is sufficient a "gossip-column" for this time, besides I'd better take off and post my trusty ears for the juicy tid-bits forever flying around this place!

Soellingen Sally Reports

Since I missed the Flieger last month I will try to bring you up to date on our latest news and gossip. First of all on behalf of all the airwomen I would like to congratulate F/L Barraud on her promotion.

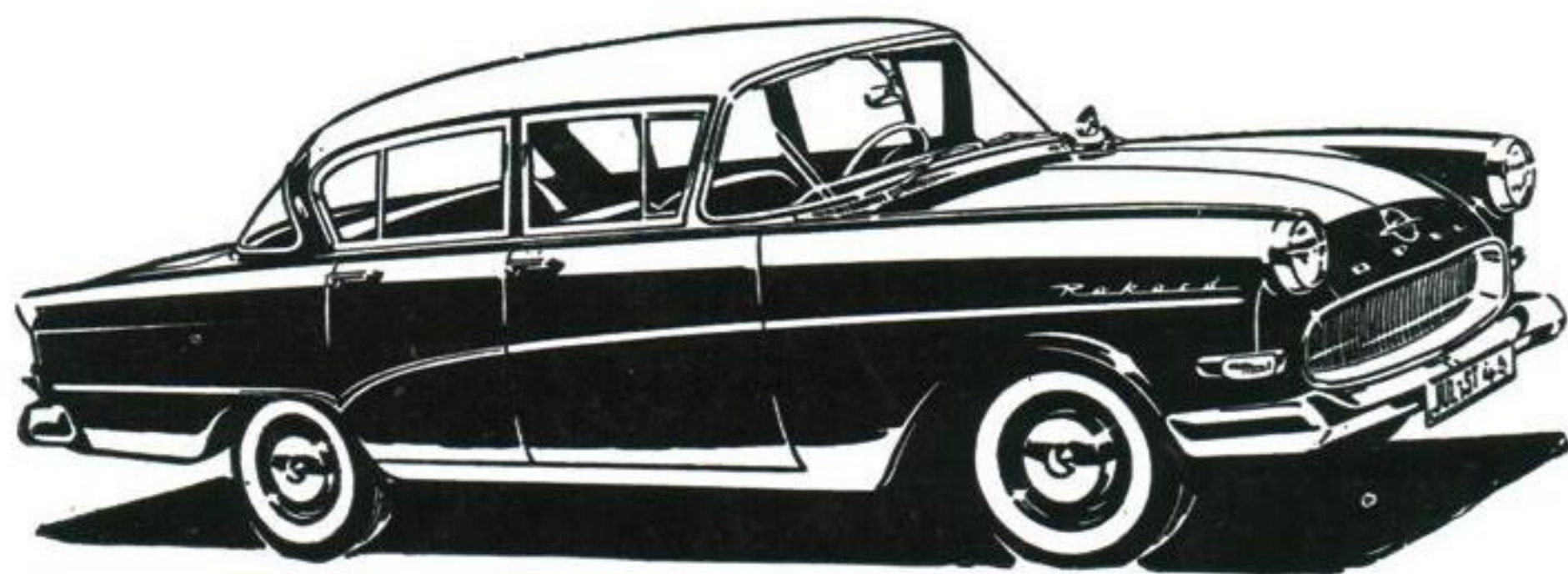
During the past month the girls have been doing a bit of travelling, Jeannie, Flo and Joyce visited Italy, Sammy the Scandinavian countries, Taffy and Doreen were in Amsterdam, and Audrey Hardy was back in Canada. Hope you all had a nice time.

A mug Party was held the beginning of the month for "Peanuts" who is leaving us on a transfer to 2 (F) Wing, for "Moe" who will be back in Canada and happily married by the time you read this, and for "Terry" who is leaving the service to become a mother. Besides the Mug Party we have had two Bridal showers for Moe and Gil and have 4 more to go as Jackie, May, Audrey and Flo are all to become brides in the very near future.

I am told Jo has been receiving letters from a little Grecian in Cologne. Could this mean she may some day live in the land of fur coats. Mary the proper pronunciation of the word cushion is "CUSHION" not "CWISHION". By the way Inky did you enjoy the beer fest in Hugelshiem even though it was almost over when we got there and would have been if we had kept on walking. There is a certain airman in 419 who has offered his services as a taxi driver to the airwomen. Thanks we'll keep you in mind.

We would like to extend a welcome to T Andrea who has joined us from 1 (F) Wing and is working in our Met Section and to Vi who arrived from Air Div to join our Switchboard Staff. A welcome also to Jackie who has joined our Supply Staff.

Well until next month a word to the wise "BEHAVE".



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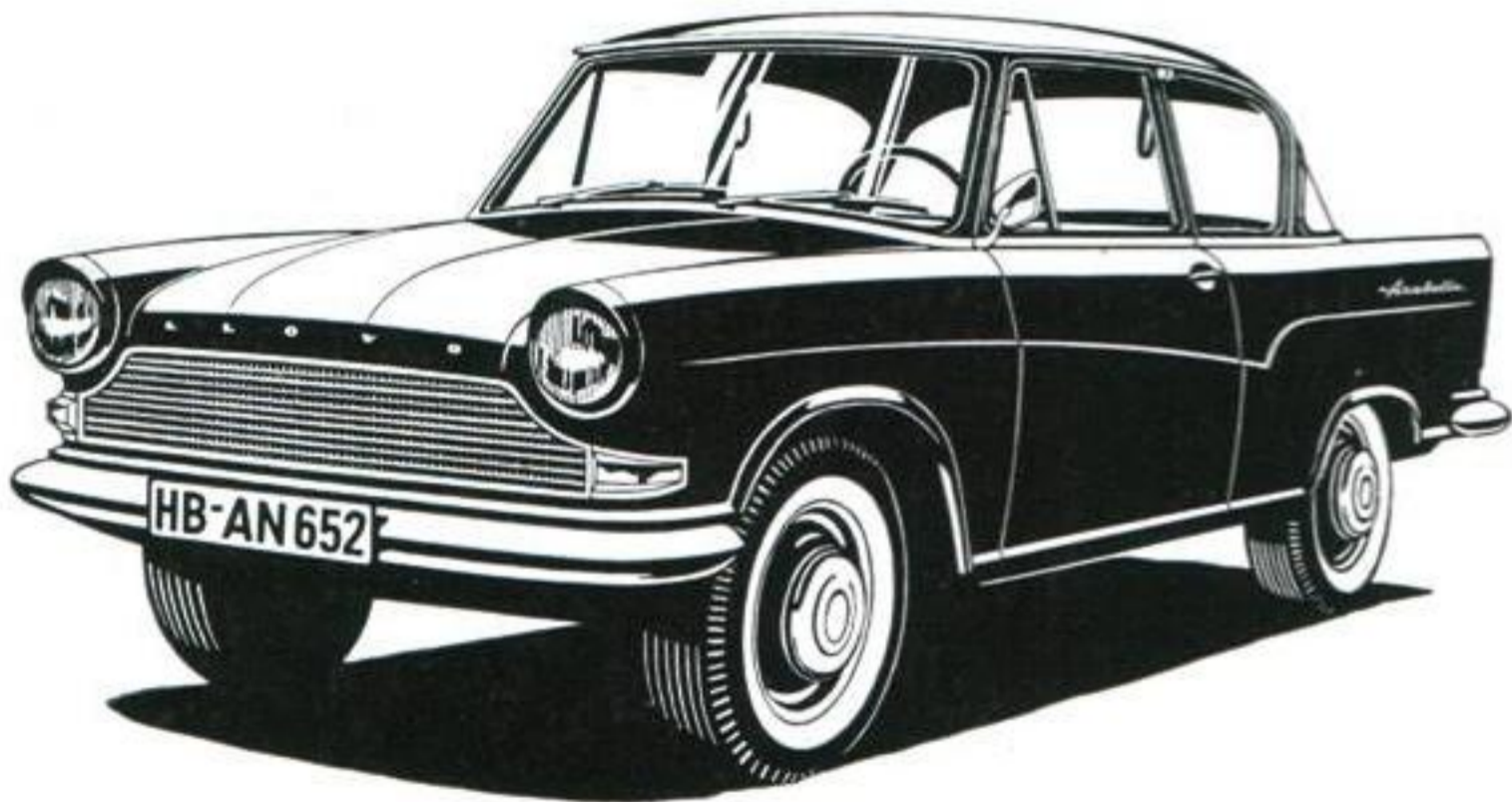


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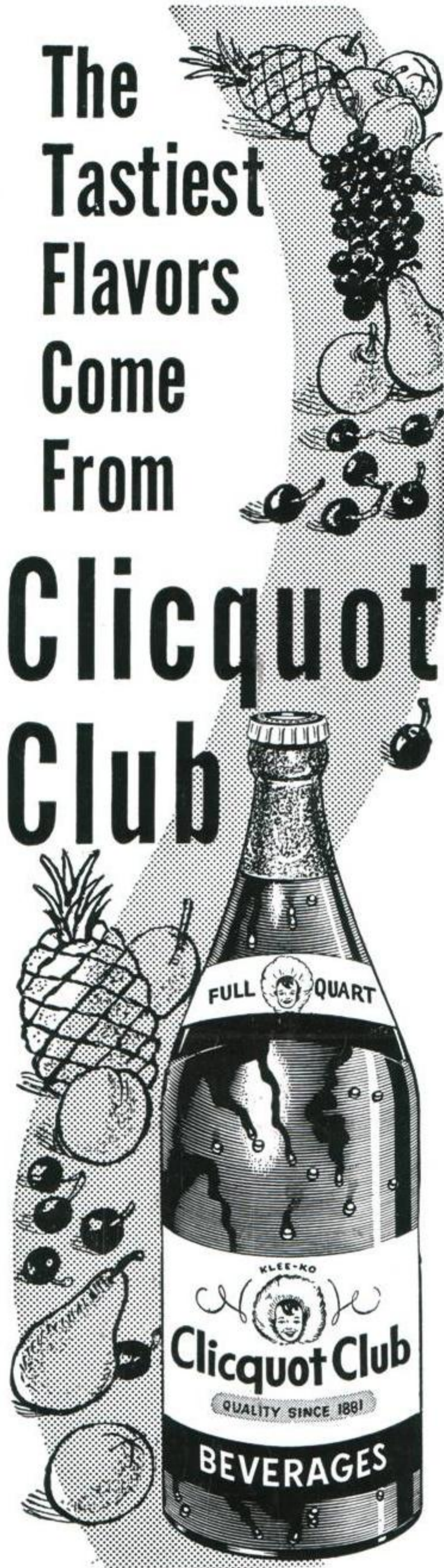


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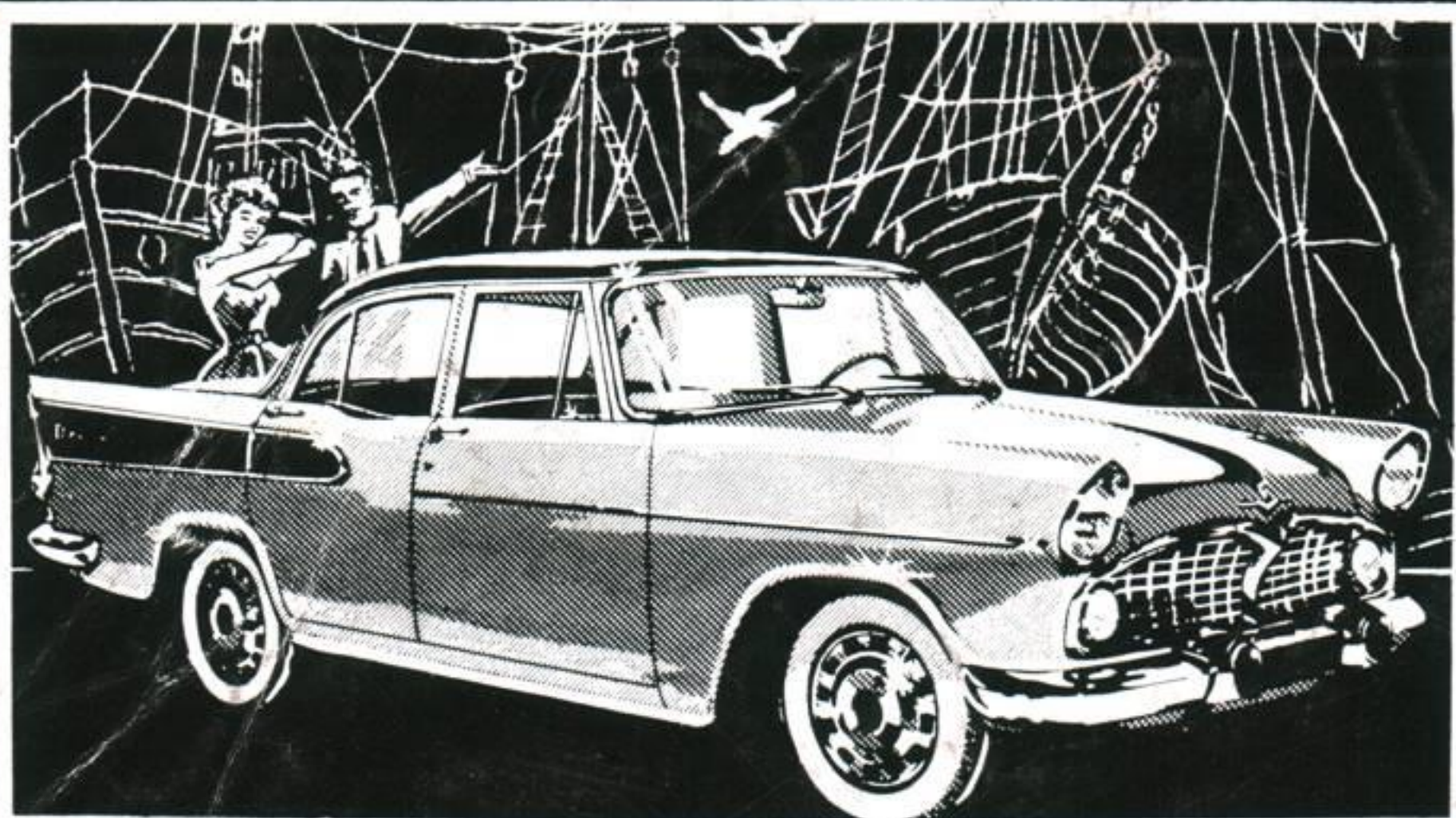
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