

4 (F) WING (RCAF)

Schwarzwald Flieger

BURG-WINDECK



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4 (F) WING RCAF



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C.A.S. Visits 4(F) Wing



Chief of the Air Staff and G/C R.W. McNair Inspect 4 (F) Wing Guard of Honour

Air Marshal Hugh Campbell, Chief of the Air Staff visits 4 (F) Wing during his two-week tour of 1 Air Division and other European points.

The CAS arrived Friday evening 26 Aug by RCAF aircraft and was met by the Commanding Officer G/C RW McNair.

Before A/M Campbell departed from 4 (F) Wing on Monday 29 Aug he had the opportunity of visiting various sections on the Wing. On Sunday evening a cocktail party was held in his honour in the Officers Mess. The CAS addressed the officers of 4 Wing in the Mess prior to his departure.

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

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Burg Windeck

By W. J. Xemmel

Close to 4 (F) Wing and overlooking the town of Buehl is an exceedingly charming and cozy restaurant/gasthaus known imposingly as Castle Restaurant Old Windeck Buehl.

To those Four Wingers who enjoy good food and wine served in lots of "atmosphere" and scenic grandeur the Windeck comes close to being the "answer". One small word of caution — bring more in your wallet than just your I card because the prices are slightly higher than in most places in this district. But then if your visit there is for some special occasion the prices are secondary considering the surroundings.

The restaurant is a very modern place set in the midst of old castle ruins which date back 900 years. The original castle, of strong granite stone, was erected in the 11th century on a rock projecting from the hills and was given the name Wind-Ecke (Wind Corner). Its layout and size can easily be mentally reconstructed from wall remainders and the well preserved twin towers. The stronger and higher one (81 feet) — the Bergfried — was the actual defence building with its entrance 45 feet above ground level and topped by 5 ft high battlements designed to cover the approaches to the castle with missiles in case of attack. The castle offered ample protection in days of danger; its large storerooms were, at all times, well stocked with provisions collected from the surrounding Windeck estates, and the deep ever-flowing well at the foot of the Bergfried as well as the vineyards on the neighbouring hills saw to it that the residents of the fortress never suffered from lack of water or wine. Windeck castle was never conquered in spite of countless sieges.

The numerous feuds and skirmishes connected with the old castle are too involved and detailed to mention here except to say that the opposition was mainly from neighbouring clans and with what was then known as the Free Town of Strassbourg. This you must remember was in the days before the H bomb made wars unprofitable.

Under a special hereditary law Windeck Castle could not be passed on to the eldest heir but was to be shared equally by all members of the family. As a result, housing became a critical problem in the first half of the 14th century. Since



Main Entrance to the Gasthaus

the limited site did not allow for any enlargement it was decided to build a new castle — New Windeck, just above the nearby village of Lauf. Unfortunately the occupants of Old and New Windeck never got along very well and extensive and vehement family disputes added much to the decline of the house which set in with the death of Reinhard of Windeck in August 1411.

In 1592 the last male scion was buried with "shield and helmet" and in 1673 the line died out completely. The estates were then taken over by the Margrave of Baden. By the time the Thirty Years War (1618-1648) brought death and destruction to vast parts of Europe, Windeck Castle had been deserted for a number of years. The destructive forces of nature gradually succeeded where man had failed and the old castle slowly crumbled to ruins. Only the massive twin towers have survived to the present day.

With the end of the feudal system Windeck and the surrounding estates became State controlled. In the 18th century a tenant was installed to take care of the forests, vineyards and also to operate a small gasthaus which attracted tourists and villagers throughout the year. For three generations this small inn was managed by the same family, the Graessels. In 1945 the military government requisitioned Windeck and for some time the restaurant became an Officers Mess. Afterwards the old Graessel couple ran the restaurant without help until the tragic night when Frau Graessel, then over 80 years old, became the victim of a burglar's attack and died of her injuries. Her husband cancelled the lease contract in 1957.

In 1959 a new and very modern-minded businessman purchased Old Windeck from the town of Buehl. With money, modern enterprise and love of history he made the old castle and the new restaurant (25 Feb 60) into what it is now — a perfect architectural blend of past and present.

The many rooms and corners of the modern inn have been given strange names all of which bear a special reference to the history of the castle and its former occupants. The "Forststube" (Forest Room) with its clinker-covered floors is to remind guests of the period before 1834 when the foresters also ran the "Forstschenke" (Forest Inn) in the old forester's house on the Windeck.



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A heavy oakwood door with hand-forged ironwork leads to the spacious hall on the ground floor of the main building. This hall actually consists of three units. The largest one is the "Terrasse", a terrace-like room in old German style with suits of armour, swords and spears decorating the walls. From the "Terrasse" you can step down to the semicircular "Kanzel" (pulpit) and enjoy a breathtaking view of the surrounding hills, the Rhine Valley, and the blue Vosges Mountains on the horizon in France.

In the basement, just under the "Terrasse" is the "Ritterschenke" (Knight's Inn) with heavy wooden chairs and tables, arched windows with bull's eye glass, and a bay-room called the "Minneklaus" (Old German for Love Corner). Another part of the "Ritterschenke" has the fanciful name "Humpenzwinger" (Tankard Forcer) while the "Domdechantenkammer" (Cathedral Dean's Chamber) rounds off the basement as the "Kanzel" does on the ground floor. The warm red of the clinker covered floor, the colourful window panes with the coats of arms of many Windeck generations, old lanterns, tankards, muskets, swords create a very genuine and medieval setting for an enjoyable evening out.



Main Dining Room — Burg Windeck

Like every genuine castle, the Burg Windeck also has its ghosts. Legend has it that at midnight anyone outside the walls will encounter a procession of five silent dignified figures — a man clad in black who is followed by two white ladies and their knights. Slowly they move down to the place where the chapel was situated a long time ago. At one o'clock they return to the tower and disappear into its vaults. The two ladies are said to be the daughters of the last knight of Windeck who were cheated by their father's clerk — the man in black — when he drew up the dying knight's will. As punishment for his fraud he has to rise from his grave every midnight unable to find rest until the Day of Judgement.

There is a moral here for all Four Wingers who drive to Burg Windeck for a delicious meal with fine wine — don't prowl around the walls after midnight and don't cheat a daughter of a last knight. See you at the Burg Windeck!

Beauty of Schwarzwald

Lord of the far horizons
Give us the eyes to see,
Over the verge of the sundown
The beauty that is to be.

Bliss Carman

The eyes to see beauty have searched far and long. Across the years, generations of poets, artists and scribes have sought to explain its true meaning. The never ending search for the apt word and definitive expression emphasizes the elusiveness of the quality.

Keats called it a "joy forever". Emerson found that it was its own excuse for being. Marcus Aurelius believed that beauty had its source within itself. Leonardo da Vinci saw it in a woman's smile. I, as a newcomer to the area see beauty in the "Black Forest", and surrounding countryside.

In the Black Forest, "beauty is as beauty does". For in this area, beauty has tangible surfaces. It can be felt. It can be seen and touched. It is everywhere for those who seek it.

Follow the winding roads and you will find it in the gaystriped and sun bleached mountains. Through the looking glass of time, you may capture it in some quaint village, or by some dismantled stone that marks a beauty that was known long ago. For the early inhabitants endowed their descendants with a love of land and an appreciation of its moods and grandeurs.

In the early season, the planned patterns and wayside scattering of floral displays, herald the opening of the land. In public park, private garden and forest depth, the blooming of the year makes Spring and Summer a time of gaiety and colour.

The effect may be felt and tasted in the valleys where the freshly-plowed earth hangs softly in the air by the grace of gentle breezes. The multicoloured flowers and the blue of mountain streams, pool their brilliant hues to lend hill and valley a subtle, complementary colour scheme.

Loveliness in Schwarzwald has no spiritual hour — nor particular location. She can best be sought with understanding, a sense of fitness and a wish to be surprised. The simple charm of an old village etched against the summer evening sky, or the haunting stillness of an ancient castle, mirrored in the morning splendour, are neither unusual nor repetitive. A slight breeze, a change in cloud, and the fleeting illusion is lost.

To touch a thing of beauty is to know a deep satisfaction. In the handcraft industry of this area, the skilled artisans have given a silent, but powerful voice to the regional character.

In creating forms of beauty from the raw materials, the craftsmen have spoken in a universal language. From roadside shops the artisans products are eagerly sought by those who travel the open roads and wish a bit of "Schwarzwald" for remembrance.

For contrast, the outdoorsman who loves nature may take his quiet time, to the wilderness or to a nearby stream. In either case, the spell is as binding, and the enjoyment, for the asking.



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by F/L Lough

Although the T33 aircraft with the Penguin insignia are a common sight at 4 Wing, you may have wondered what role these straight wing 'T-Birds' play at an operational base?

The Penguin aircraft are operated by personnel of Wing Instrument Flight so let's visit this section located in the Operations Building and see what services are provided by F/L AD 'Jock' MacKenzie and his boys.

In the back office beyond the confusion of a large scale chart and map making projects we find the OC checking over the day's flying program.

"Say, Jock, will you tell the readers of the Flieger something about the Instrument Flight story?"

"O. K. Elmer, I had best start with a general description of what we do here. Our primary job is to provide instrument practice for all active 4 Wing pilots. This usually means that we must simulate cloud flying conditions by placing a blind flying hood over the pilot in the rear cockpit. The pilot under the 'Bag' is thus able to complete a pre-planned mission from take off to landing without reference to the visual horizon. All pilots are required to complete at least one trip of this type each month, and to pass an annual examination and test ride. In this era of high performance aircraft and ever increasing traffic regulations there is a continued changing of procedures and techniques which apply to all phases of flying. There is no place in today's air force for the poorly informed, seat of the pants driver; he is a poor operational risk as well as a safety hazard. The pilot who possesses a thorough knowledge of instrument procedures and who masters the proven flying techniques, can consider himself a true professional —"

"T-33 flight is also responsible for familiarizing the new pilot with European and Air Division flying conditions. A modern air force could not operate effectively without an efficient ground controlled recovery system. This is especially true in the European theatre where poor weather frequently makes visual navigation and visual approaches impossible. The effectiveness of radar navigational and blind approach facilities is limited by the skill and knowledge of the user. This means repeated practice — practice — and more practice! A radar monitored "talk down" to the runway is fascinating both to hear and to watch on the scope'; but it is only the and area traffic control agencies."

"Oh, Jock, here you are!" exclaimed F/O Eichel, one of the staff instrument check pilots, as he bent his six and one half foot frame to enter the office. "I see you are still giving the editor the good word. We have four of our six Birds ready to go today '651' is in the hangar for a routine check and '588' is ready for an air test. Are there any changes in today's program?"

"No, Ike, it looks like we can go ahead as scheduled. The weather looked good at the briefing this morning so you had better get your flight plan filed if you are going to get away to Norway by nine-thirty. Some people get all the fun! Make sure that Ed gets some instrument flying practice in that back seat and beware of the trolls!" Ike was out of the door and gone.

"The flight that Ike is preparing, Elmer, is to a Norwegian Air Force base. We think missions of this type are most useful in that they give us a chance to compare operating methods with our counter parts in other counties. You might call it business combined with pleasure; an opportunity to break the daily routine. Let's have a look at the rest of today's schedule. An instrument rating test this morning for a 422 Squadron pilot. F/L 'Gord' Gibson will be looking after that one. F/L 'Gordie' Lough is down for that air test on '588' and later will do a local familiarization trip with one of the new pilots. Gibby will deliver some spare parts to our auxiliary airfields this afternoon and at the same time will run a test flight for the GCA equipment there. I am flying a Sabre pilot to Scottish Aviation at Prestwick, where I will pick up a reconditioned F-86 for 444 Squadron. We are able to arrange most of these flights to give somebody that always valuable back seat instrument practice. If we get behind in our work, as can happen if the weather is against us we call on the squadron pilots (bless 'em) to help us out in the front seat slot.

"As you know, Elmer, the CF-100 and F-86 flight simulators are also attached to our section. I understand that the boys over there are lining up an article for the next Flieger — they might headline it 'The Simulator Saga!'"

"I have only given you our half of the Instrument Flight operation and believe me if it were not for the efforts of our excellent servicing crew it could only be half a story. I am going to let you hear their story first hand from Sgt 'Jack' Loudon."

"But first, how about a cup of coffee, Elmer? and no questions please!"



Speed Kills Slow Down



Out in the ground crew side of the story, we have many of the routine jobs common to lot of you. These consist of servicing our T Birds and one Expeditor, to enable our pilots to carry out their Instrument Check flights. Added to this normal routine is the task of handling all visiting a/c to the Wing. To those of you not situated close enough to see the goings on in our area, this amounts to a considerable chore, because the bulk of our visitors come in the form of diversions from the other Wings due to any number of causes. When they come they arrive in bunches, usually are on Zulu and in a Devil of a hurry to get away again. Also exercise to keep current with the turn around of NATO a/c are given top priority.

These odd jobs require us to maintain a Transient Crew on call, 24 hours a day, 7 days a week. I think it is about high time a vote of thanks was given to the Transient crews for a job well done.

Our work comes in bursts. One minute nothing is doing, the next there is so much going on you hardly know which way to turn. This Spring, during the lulls the gang decided to put on a clean up campaign and see what could be done to get us out of the bush. We started by clearing the bush and putting in a front lawn, complete with fence. Next we lifted ourselves out of the ranks of the unknown by emblazening our name on the side of our bunker. This clean up has done much for the morale of the section and lo and behold if now they are not going to replace our tent, that oft times went with the wind, with a nice new building. Judging by the amount of concrete on the bottom this one shouldn't blow away.



Penguin Palace

On the recreation side of the picture, we may be a small section but in Hockey, the Penguins are a team to be reckoned with. Last season 2 wins 1 tie, 1 broken nose and 5 stitches. This year our Ball team has shown occasional bursts of brilliance. We are not in first place but have a berth in the B section playoffs. This being our first year in Ball, there is no telling to what dizzy heights we shall soar in the future. We now hope that the next time you see the sign of the penguin, you will know who we are and a little of our work here on the Wing.

EDITOR'S NOTE: The Wing Instrument Flight has been so co-operative and friendly with the Fliieger staff that a special project has been allotted to them. Each month F/O Eichel will fly to England and interview the Girl of the Month prior to publication. Only after she has been given the "Eichel Seal of Approval" will your editor consider her good enough for your magazine.

Recommended Library Reading

TRUSTEE FROM THE TOOLROOM — Nevil Shute

The typically humdrum hero of Nevil Shute's last novel is a fattish little suburban Londoner who makes a living out of building miniature machines in his basement, then writing them up in a hobby magazine for amateur mechanics to copy. When his wealthy sister and brother-in-law perish in the wreck of their yacht in the South Seas, their ten-year-old daughter is left in his charge. Her parents' fortune, converted into diamonds, and hidden aboard the yacht, is a casualty of the wreck. In the Shute tradition of dutiful heroes, he sets out to hitch hike his way to the South Seas and retrieve the jewels for his orphaned niece. Along the way he is considerably aided by his unsuspected celebrity among basement mechanics everywhere.

DEAR AND GLORIOUS PHYSICIAN — Tayler Caldwell

This great historical novel is based on the life of St. Luke, and set against the colourful background of the Roman Empire. Born a Greek, Luke became the protege and adopted son of the Roman governor of Antioch. His foster father sent the young Lucanus, (as he was then called) to Alexandria to study medicine, and there he ultimately became one of the greatest physicians of the ancient world. After the death of Jesus, Lucanus embraced Christianity. The latter part of this rich historical novel describes the new Christian's pilgrimage to the Holy Land where he sought out everyone he could find who had known the Master. He talked with Pontius Pilot, with Herod, and with Mary, the mother of Jesus, and set down the record which we know now as the Gospel according to St. Luke.

COMMANDANT OF AUSCHWITZ — Rudolf Hoess

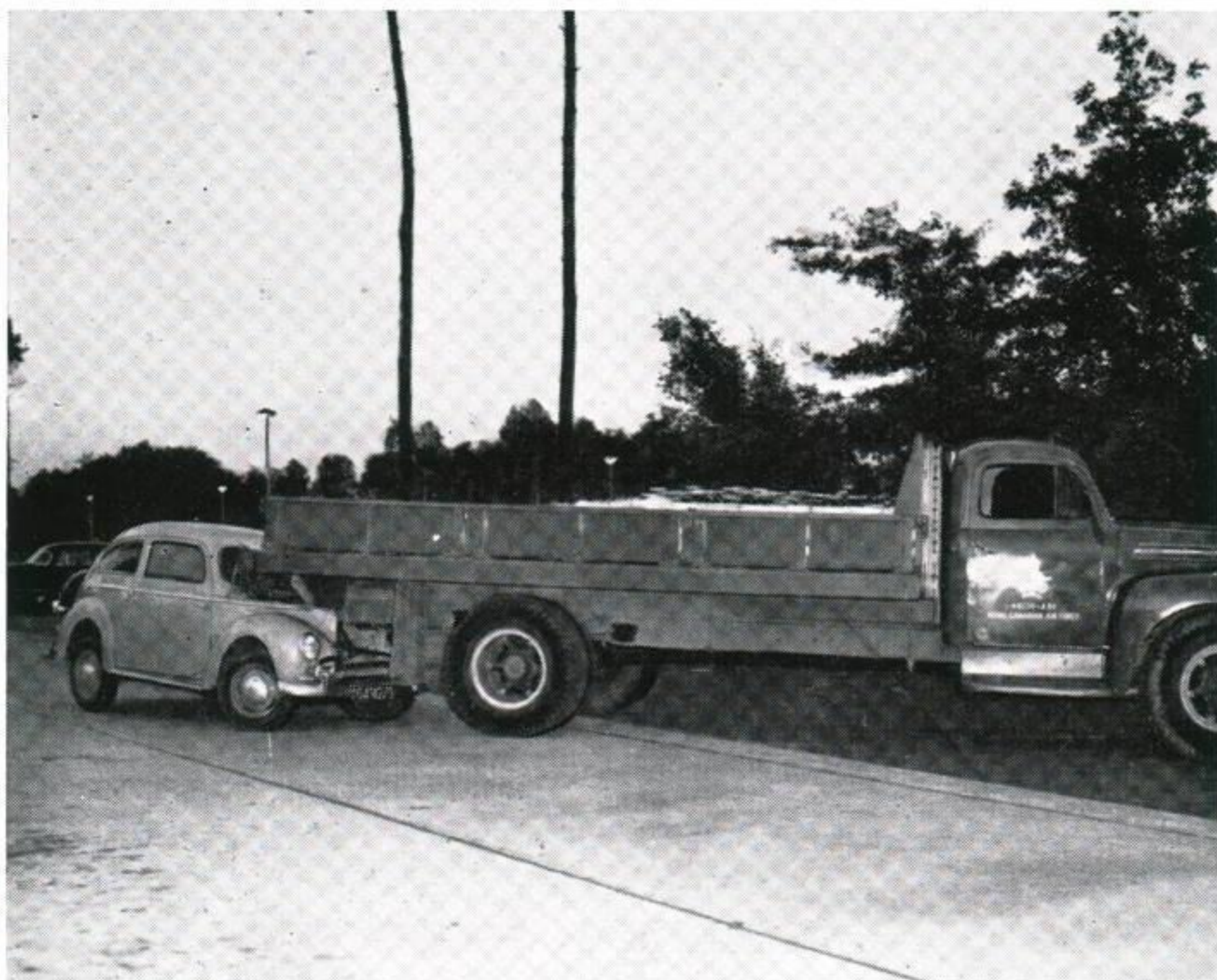
This is an extraordinary and unique historical document — a portrait, painted by his own hand, of one of the greatest monsters of all time. Nobody knows the troubles of a hardworking administrator who — short on staff, facilities, and funds — has to run an efficient slaughterhouse for killing up to 9,000 human beings a day. Such seems to have been the theme that occupied the mind of Rudolf Hoess, commandant of Hitler's extermination camp at Auschwitz, when he wrote his memoirs, shortly before he was hanged by the Poles in 1947. As a stupendous feat of missing the point, the author's bid for pity as an overburdened and underprized executive almost has a ghastly kind of humour.



THE STEERING COLUMN

SAFETY BELTS

Although safety belts cannot prevent accidents, they do reduce, or prevent, injuries caused by accidents. The great majority of car accidents are frontal collisions. The occupants of the car are thrown forward by the sudden deceleration and are injured either by striking their heads or upper limbs or chest against the windshield, rearview mirror, instrument panel or steering post, or by being thrown out of the car onto the road. Properly fitted safety belts will prevent many of these injuries by holding the occupants of the car firmly in their seats. The most efficient form of safety harness is one that combines a seat belt with a shoulder harness. However, this is rather cumbersome and not acceptable to many drivers and passengers, and, in fact, a seat belt alone will provide good anchorage in an accident.



In order to be fully effective, seat belts should be fastened every time the car is driven, even if it is for a short distance only. Objections have been raised that it is too much bother to fasten a seat belt. Experience shows that, once seat belts have been fitted in a car, it soon becomes an automatic habit to fasten the belt, a preliminary to driving as essential as switching on the motor.

Some people think that, when the occupants of a colliding car are thrown forward against their seat belts, the belts themselves will cause injury to the abdominal organs. Research and experience in actual accidents have shown that, if the decelerative force is sufficiently high for the seat belt to cause abdominal injury, then there would be no hope of surviving that accident anyway. If there is a possibility of surviving an accident, seat belts will not cause abdominal injuries.

The value of safety belts in the prevention of injury has been amply demonstrated time and time again both in research studies and in unpremeditated accidents. Significant evidence of their value lies in the fact that seat belts are now fitted in the patrol cars of many police forces.
 "BETTER A BELT AROUND THE WAIST THAN A BELT IN THE TEETH"

THE NEW FAMILY SPORTS SEDAN ROAD TEST OF THE VOLVO PV 544

by Sgt. Heinitz

The dealers advertise it as a superb product of Swedish engineering. That statement rings quite true, but on close examination you find out, that the electrical equipment comes from Bosch Germany, — Vanderwell bearings from England, — Hardy Spicer prop.=shafts from England, — SU Carbs. from England, VDO Speedometer from Germany, — Body in parts from Wales etc. Without a doubt it is an International superb product of Sweden.

The engine, which is identical to its De-Luxe 4 door sister, has four cylinders with overhead valves. The displacement is 1584 cc with a compression ratio of 8.2; 1. The car has twin SU horizontal carburetors and produces 85 hp at 5500 rpm.

The transmission is one of the cars most wonderful features. It is fully synchronized on all forward gears. Only two other production cars use the same transmission: FERRARI and PORSCHE. It is virtually impossible to beat the synchromash no matter how fast you shift.

The steering is very positive and light, it gives you the feeling of sportscar quality, not like those monsters with powersteering.

The finish of the car is far above average for a mass production job. Since Sweden has similar climatic conditions to Canada, it is important to know, that the whole body is dipped in an Anti-Rust-Proofing solution, and then gets seven coats of paint, also its heater is very powerful with a blower to match it.

Seating capacity is a good 4 and 1/2, having buckets seats in the front. There is a lot of legroom in the rear as well. The car has a large trunk in which the spare wheel rests upright.

This car like almost all cars has a few minor faults. The petrol-tank only holds 7.7/8 imp. gallons. The vision to the rear could be improved. I should like to have the Ribbon type speedometer replaced by a dial type and a matching tachometer added.



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**HENKELL
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HENKELL

Rally and Racing successes have put the Volvo in the foreground of the sporting scene for many years now, and these motorcars are highly esteemed in Europe and America.

The 544 has hardly changed its appearance for a great number of years, and looks like a refugee from Detroit but don't let the appearance fool you, a great deal of thought has gone into its design, and instead of changing the shape from year to year, just small modifications have been added to perfect it.

The car will always start at the first turn of the key. When the temperature gauge shows that the car is properly warmed up, put the car in first and let the clutch out at 3000 rpm. and you will, if you are driving a Volvo for the first time, get the surprise of your life. The seat will bore into your back and tend to propel you forward. Within a very short time you have reached 30 mph and whip the gearlever into second. The car continues its fast acceleration and at 50 mph change to third. There the car bogs down for a moment as the second and third ratios are slightly far apart. The third gear quickly picks up again and at about 80 you put her into top gear.

The 544 is a pure delight to drive. It corners with ease and has brakes to match its speed. 157 square ins. of brake lining area, which is more than some of the present day American sedans which weigh about twice as much. On the Autobahn it can cruise all day at 90 mph. I have owned a Porsche 1600 normal in Canada which I used in various types of competitions, and the acceleration is not nearly as fast as that of my Volvo, although the Porsche has a slight edge in having five miles extra top speed. The Volvo will keep up with the Porsche-super to 60 miles, but is left behind by the Porsche-Super-90.

I have given these comparisons, as figures are sometimes hard to visualize. The car costs \$1845.00 in Germany against \$2695.00 in Toronto.

There are two dealers in this area. Mannheim and Kaiserslautern. 65 miles and 100 miles from 4 Wing respectively.

I was a bit worried about inspections and service in general, but my dealer promised to always do the work on my car on Saturday in the morning, provided I phoned him up the day before and get there by 0800 hrs. "No Sweat" If I leave here by ten to seven, I am in Mannheim at eight. If you intend to race the car, it is best to replace the Girling shocks with Koni shock absorbers. Also the Good-year tubeless tires with which the car is delivered, are absolutely useless for racing. In its place I recommend the new Dunlop Racing Tyres, or the Pirelli Tyres. For rallying and even for normal road use you cant improve on the Micheline X tires, with which you can corner much faster without "breakaway" and you corner even in wet weather just like on rails. Altogether the 544 is a very delectable car and Dollar for Dollar, I can't see any firm improving on it.

PERFORMANCE FIGURES:

Top speed 95 mph, Third gear 82 mph at 6450 rpm, Second gear 50 mph at 6500 rpm, First gear 31 mph at 6500 rpm

Acceleration figures

| PV 544 two door sedan | | 122 S four door sedan | |
|-----------------------|-----------|-----------------------|---------------|
| 0-30 mph | sec. 4.2 | sec. | 4.9 |
| 0-40 mph | sec. 6.6 | sec. | 7.5 |
| 0-50 mph | sec. 9.5 | sec. | 11.2 |
| 0-60 mph | sec. 12.0 | sec. | 14.9 |
| 0-70 mph | sec. 17.8 | | not available |
| 0-80 mph | sec. 26.0 | | not available |

The reason for the difference in acceleration figures between the 2-door and 4-door models is, the 122 S weighs 240 pounds more. You have to pay for the extra luxury by a slightly slower acceleration. In spite of that the 122 S is still faster than any other present day 1.6 liter production sedan.

VOLVO

122 S

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PV 544 (2DR-SED)

\$ 1847.- Del.

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Canadian News

New RCAF Appointments

Air Vice-Marshal J. G. Kerr, 51 of Ottawa, recently air member for personnel at Air Force Headquarters has been appointed to duties at the Headquarters of the 44th Allied Tactical Air Force in Ramstein, Germany. He will be succeeded as air member for personnel by Air Vice-Marshal W.A. Orr, 49, of Calgary and Daysland, Alta., who relinquishes his position as commandant of the RCAF Staff College in Toronto.

Praise RCAF for prompt air search — Two young boys, one a Canadian and the other an American, were rescued from the rough waters of Lake Huron after drifting helplessly for more than two hours in a battered boat. Corporal Neil Chamberlain of the Ontario Provincial Police in Grand Bend said no word was received of the missing boys until 1 p.m. Cpl. Chamberlain added that 2 p.m. he called the Royal Canadian Air Force base at Centralia and an Expeditor was in the air within 20 minutes. "The fast work in the rescue by the RCAF was unbelievable" he continued.

"School, Then Congo" — RCAF Men Train On Caribou for UN Assignment — Four letters — STOL — have sent six experienced Royal Canadian Air Force pilots and a ground crew of 36, all Congo-bound, back to school at Downsview RCAF Station. In a rigorous eight-day course the ground crew will receive special training. The pilots can expect at least two or three 12-hour days, weather permitting. STOL stands for short take-off and landing. The Caribou are the first ordered by the Canadian Government although 27 have been ordered for the U.S. Army. "The steep approach and short landing made possible by the Caribou is contrary to good flying practice in the standard type of transport we've been used to", explained Sqdn. Ldr. George Lemieux, 41, commander of the initial two-plane Caribou contingent.

CF 100 TO THE RESCUE?

A new role for the armed forces — fighting forest fires — is being considered by the government, Resources Minister Alvin Hamilton said recently in the Commons.

He said the military is interested in co-operating in such a plan on which he and Defence Minister Pearkes had been working for a year. There had been informal meetings with Ontario, Quebec and New Brunswick.

Mr. Hamilton said in reply to Douglas Fisher (CCF-Port Arthur) that use of RCAF planes to water-bomb fires is part of the plan under consideration.

EDITOR'S NOTE: To those young stalwarts who may some day leave 4 (F) Wing and fly into the jaws of a raging inferno we would like to propose a new decoration to be known as the ODS — Order of Distinguished Spray.

Ladies and Gentlemen!

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Saturday from 0900 to 1500 hrs

Air Alert Goes Continent-Wide

Biggest Ever — Civilian air controllers, the RCAF and major commercial airlines are busily working out detailed plans for the first continent-wide air defence exercise early in September. RCAF planners are still working out details of Canadian participation in the scheme, but they say all nine squadrons of CF-100 interceptors will take part. Co-ordination with the commercial carriers is being handled by the department of transport's air traffic control division in Ottawa.

"Canada To Sell CL-44s, Buy F-101s In Multimillion Deal With U.S."

The Canadian Government is on the verge of signing a long-awaited agreement with the U.S. by which each country will supply the other with aircraft for essential defence purposes. This is what is planned: The U.S. would buy 40 or more CL-44 transports built by Canadiar Ltd. in Montreal for approximately \$150,000,000. Canada, in turn, would buy about 70 modern U.S. jet fighters — probably F-101 "Voodoo" interceptors — for about \$100,000,000 to replace the venerable CF-100 jets with which Canadian air defence squadrons are now equipped. Confirmation is not immediately available here that the F-101 Voodoo is the jet fighter which figures in the transaction. Its selection is indicated, however, since it is known that the RCAF made no secret of its preference for that jet aircraft as against the other which the U.S. was prepared to make available.

Defense Research in Canada

Scientists in Canada's Defence Research Board laboratories across the country are pitting their brains in a never ending war to keep up with, and surpass, Russian scientists in the world of weapons to be used in conventional war and in wars aimed at mass destruction. Among the more than 12 major programs being carried out this year is a joint United States — Canada satellite experiment and a radar laboratory for work aimed at defence against Soviet intercontinental ballistic missiles. Other projects, started two or three years ago, are expected to be completed or lead to "bigger things" this year. The names of the project — such as Acoustic barges, hypervelocity launchers, shock and blast waves — mean little to the layman but much to expert militarymen who intend to use the developed weapons and defence device for the layman's protection.

"Copters pluck 73 from path of raging B. C. forest fire"

An emergency airlift by four helicopters has rescued 73 fire-fighters trapped in a raging forest fire near Kamloops. Forty-three of the men were flown out by steel-nerved pilots who fought through smoke and turbulence to set their aircraft down near the resort community of Lac le Jeune, 30 miles south of Kamloops. The remaining 30 were flown out later after spending the night surrounded by the fire. RCAF helicopter pilot F/L Mathews, 37, said it was the roughest flying he has ever done.

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TWO-WAY STRETCH

MAURICE DENHAM, LIONEL JEFFRIES, Beryl Reid, David Lodge Irene Handl Liz Fraser Bernard Cribbins
 Original Story and Screenplay by John Warren and Len Heath. Directed by Robert Day. Produced by M. Smedley Aston. Distributed by British Lion Films.

The "ASTRA" Cinema presents:

Two Way Stretch

A first rate British comedy about three "not so old" lags who, aided by a former accomplice plan and execute an audacious diamond robbery while "inside".

September-October Attractions

Sun. 18th. & Mon. 19th. Sept. "GUNFIGHT AT DODGE CITY" starring Joel McCrea, Julie Adams and Nancy Gates is a western melodrama finely photographed in CinemaScope and DeLuxe Color. (U)

Tues. 20th. "TWO WAY STRETCH" starring Peter Sellers and Liz Fraser is the recommended comedy of the month and is described above.

Wed. 21st. & Thurs. 22nd. "LEAGUE OF GENTLEMEN" starring Jack Hawkins, Nigel Patrick and Richard Attenborough is a suspense melodrama about a one-time army officer and other ex-officers who plan a "perfect" hold-up. (A)

Fri. 23rd. "TORPEDO RUN" starring Glenn Ford, Ernest Borgine and Diane Brewster is a CinemaScope and Metrocolor World War II melodrama illustrating a U.S. submarine skipper's relentless pursuit of a Japanese aircraft carrier. (U)

Sat. 24th. Children's Matinee. "CURLY AGAIN" starring George Zucco plus Mr. & Mrs. Johnson in "CONGORILLA" (interest)

Sun. 25th. & Mon. 26th. "SEVEN BRIDES FOR SEVEN BROTHERS" starring Howard Keel and Jane Powell. A MetroScope and Ansicolor musical comedy of a few years ago that is both colorful and highly entertaining. (U)

Tues. 27th. & Wed. 28th. "HELL IS A CITY" starring Stanley Baker, Vanda Godsell and John Crawford. A HammerScope manhunt set in Manchester, illustrating a dedicated police chief's war on a desperate escaped convict. (A)

Thurs. 29th. & Fri. 30th. "INHERIT THE WIND" starring Spencer Tracy, Fredric March and Gene Kelly is a court room melodrama inspired by the sensational 'twenties Tennessee "monkey trial", hingeing on a clash between the Biblical and Darwin interpretations of man's origin (A)

Sat. 1st. Oct. Children's Matinee. "SPOOKS RUN WILD" starring Bela Lugosi plus "HOT SPOT" (comedy)

Sun. 2nd. & Mon. 3rd. "HELL BENT FOR LEATHER" starring Audie Murphy, Felicia Farr and Stephen McNally is

a western presented in CinemaScope and Eastman Color and concerns a horse trader who luckily escapes a murder rap. (U)

Tues. 4th. & Wed. 5th. "ODDS AGAINST TOMORROW" starring Harry Belafonte, Robert Ryan and Shelley Winters. A stark racketeer and colour question melodrama about a Southerner's hatred for a dark-skinned partner in crime. (A)

Thurs. 6th. & Fri. 7th. "PLEASE DON'T EAT THE DAISIES" starring Doris Day, David Niven and Janis Paige is a CinemaScope and Metrocolor comedy drama concerning a much married dramatic critic who develops an ego, but is eventually cut down to size. (U)

Sat. 8th. Children's Matinee. "ARIZONA DAYS" starring Tex Ritter plus "SHOULDER ARMS" (A Charlie Chaplin comedy)

Sun. 9th. & Mon. 10th. "SINK THE BISMARCK" starring Kenneth More, Dana Wynter and Karel Stepanek is a CinemaScope war dramatic documentary, adapted from C.S. Forester's book, vividly re-creating the momentous 1941 battle of the North Atlantic in which many famous ships went down. (U)

Tues. 11th. & Wed. 12th. "NEVER LET GO" starring Peter Sellers, Richard Todd and Elizabeth Sellars is a stark savage but purposeful low-life melodrama concerning a little guy who overcomes his inferiority complex while waging a lone war against the vicious head of a Stolen-car racket. ADULTS ONLY (X)

Thurs. 13th. & Fri. 14th. "ON THE BEACH" starring Gregory Peck, Ava Gardner and Fred Astaire. A stark sociological melodrama adapted from Nevil Shute's novel dealing with the reactions of Australians sentenced to death by atomic fall-out. (A)

Sat. 15th. Children's Matinee. "THE LAST OF THE MOHICANS" starring Randolph Scott plus "CRACKED ICE-MAN" (A Charlie Chase comedy)

Patrons are requested to note that week-commencing Sunday 2nd. October there will be **two** shows nightly Sunday to Friday inclusive with the Children's matinee at 14-00 Hrs on Saturdays.

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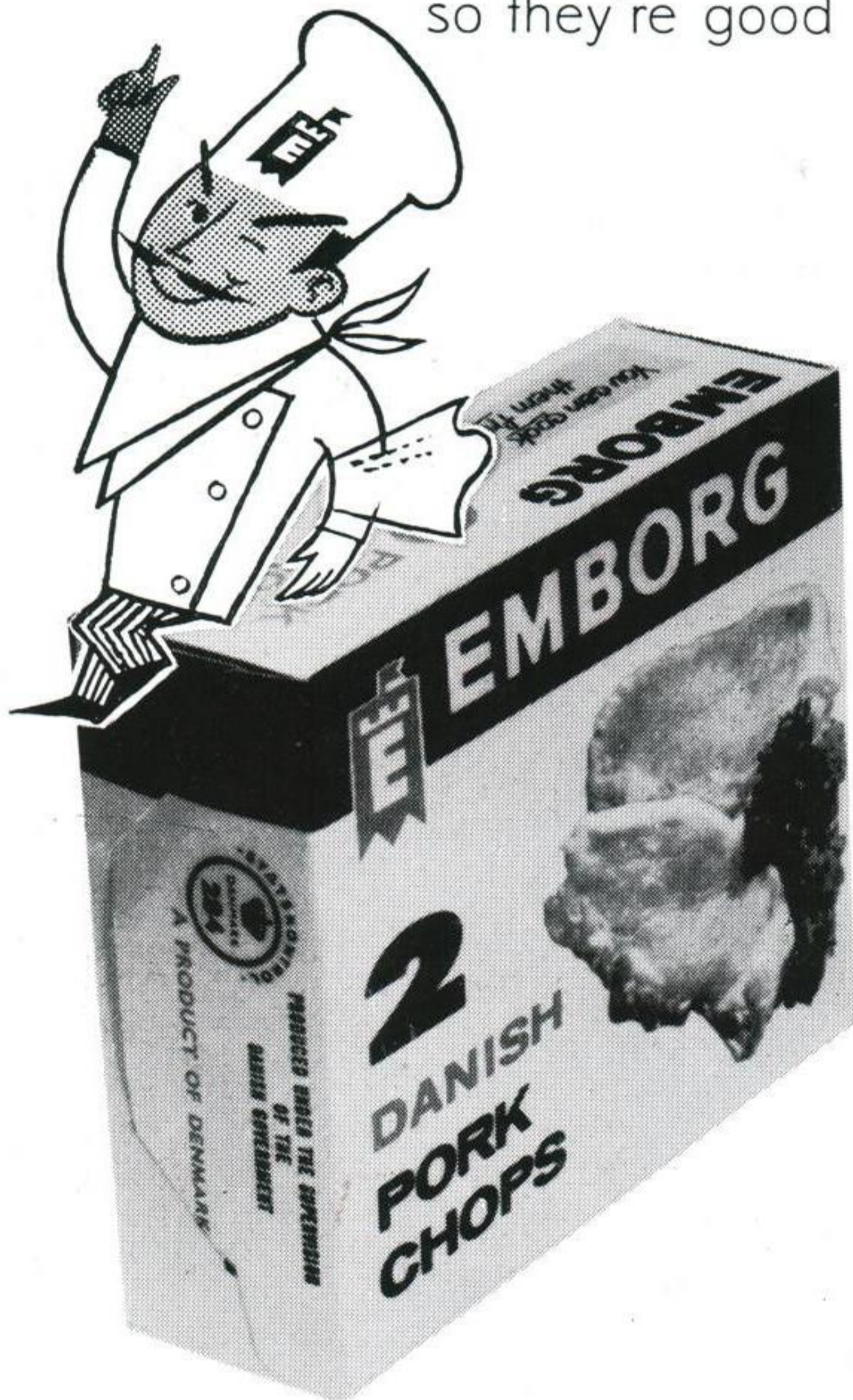


Heather Sears

starred in John Braine's best-seller ROOM AT THE TOP. Cute as a bug's ear she is the darling of the Wing Instrument Flight.

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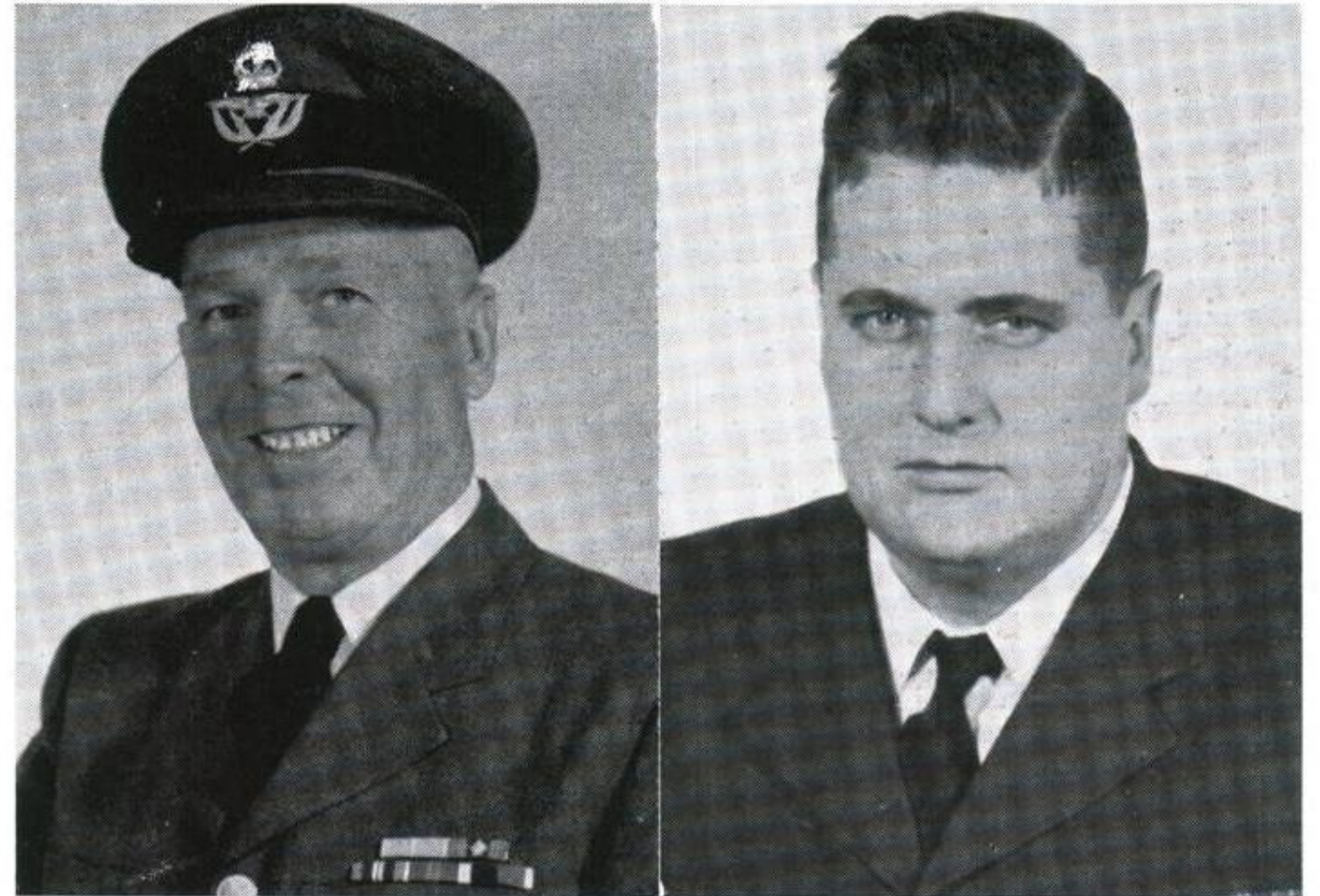
Sports

4 WING RAIDERS AIR DIVISION CHAMPIONS

The 4 Wing Raiders fastball team are Air Division Champions for the second straight year. The Raiders got off to a poor start with only two wins in their first 6 games.

A fine team spirit prevailed and they finished strongly to win their last ten games and first place in the league standings.

This display of power and team play carried them to four more consecutive play off victories and the Air Division championship.



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Moe Hunt, *Third Base*

Bob Clackson, *Short Stop*

Claude Racicot, *Fielder*

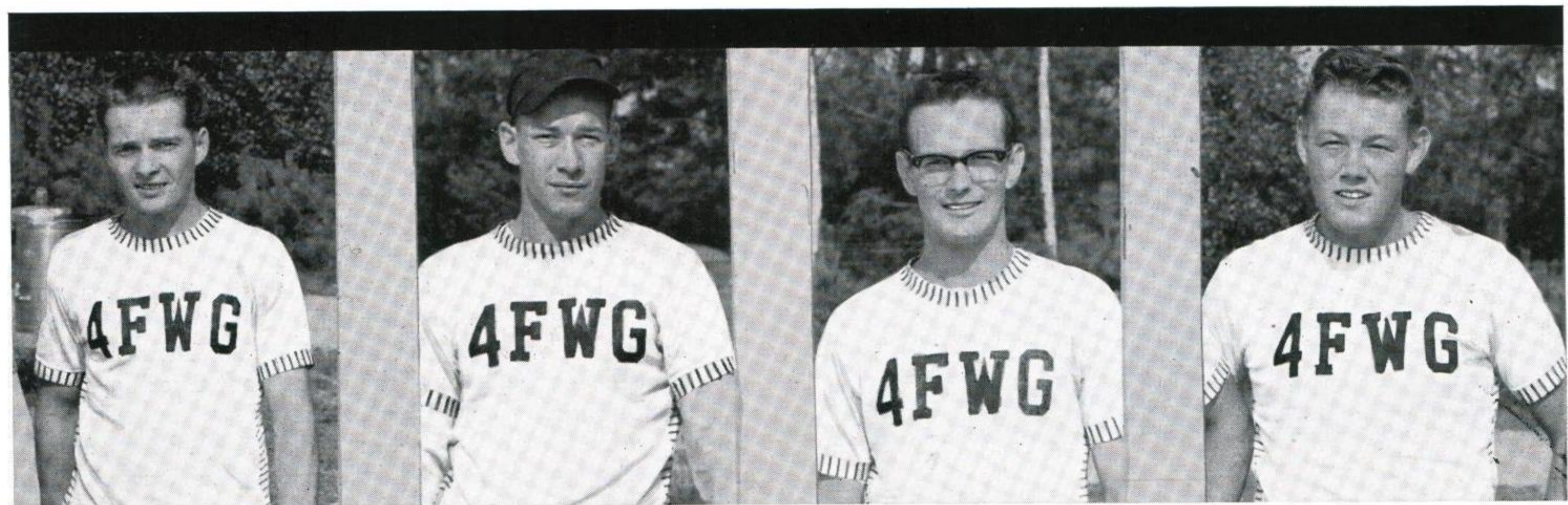


Don Fischer, *Catcher*

Bill Gadde, *Second Base*

Cy Smith, *Coach*

Ken Addis, *Fielder*

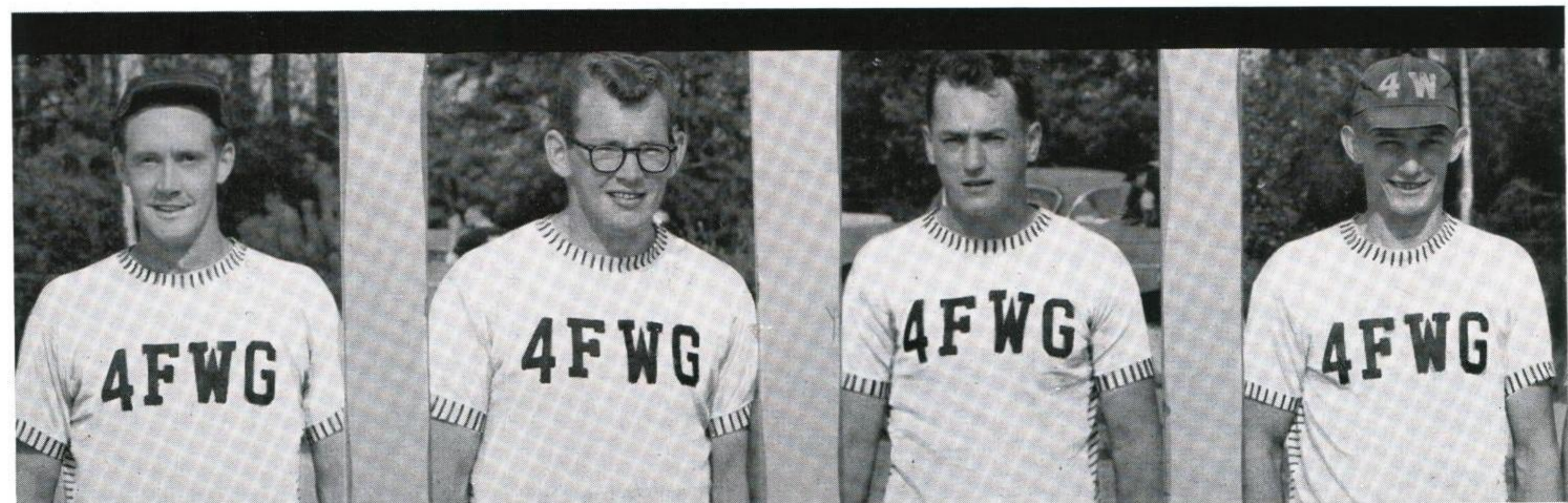


Bert Routhier, *Second Base*

Al Shand, *Fielder*

Jerry Lapierre, *Third Base*

Ron Dumbrell, *Fielder*



Norm Haney, *Pitcher*

Bob Quinlen, *Fielder*

Jim Sommen, *First Base*

Ron Demarco, *Pitcher*



Touring our Flugplatz



419



SQN

Last month we noted that F/O Jim Howard an ex-squadron member has attained one thousand CF100 hours. Unfortunately because of lack of space a photo of the occasion couldn't be included, so this month we thought we would try again to get it in the article as three years of blood, sweat and toil deserve all due recognition. The accompanying picture shows S/L Etienne congratulating "Sam" on his achievement.



The unquestioned success of the squadron summer social season was the farewell dinner held in honour of our departed head moose, W/C Brown. Moose milk cocktails were followed by an excellent dinner and an unlimited supply of free refreshments. The occasion was made all the more memorable when Bruce was lured out of a fifteen year retirement at the Riviera to put in an appearance. After bringing us up to date

on his post-war activities Bruce presided over the lavish presentation made to the Browns. W/C Brown received a handsome autographed picture of the Squadron hockey team while Mrs. Brown was the recipient of a fine Moose lure. It must be no small comfort to Mrs. Brown to know that should the need ever arise, a blast from the horn will bring the nearest Mooseman to her side. Obviously overcome with emotion, W/C Brown gave vent to the call of the bull moose, his last official act as head moose.

One couldn't help being impressed with 419's entry in the flag football league as they convorted about in practice under the watchful eye of "Pooz" Clark. A two week edge in training should give the Moosemen an advantage in conditioning, and during one of the smoke breaks, coach Clark was heard to say that provided he can get enough men out during the Zulu periods, 419 will give a good account of itself.

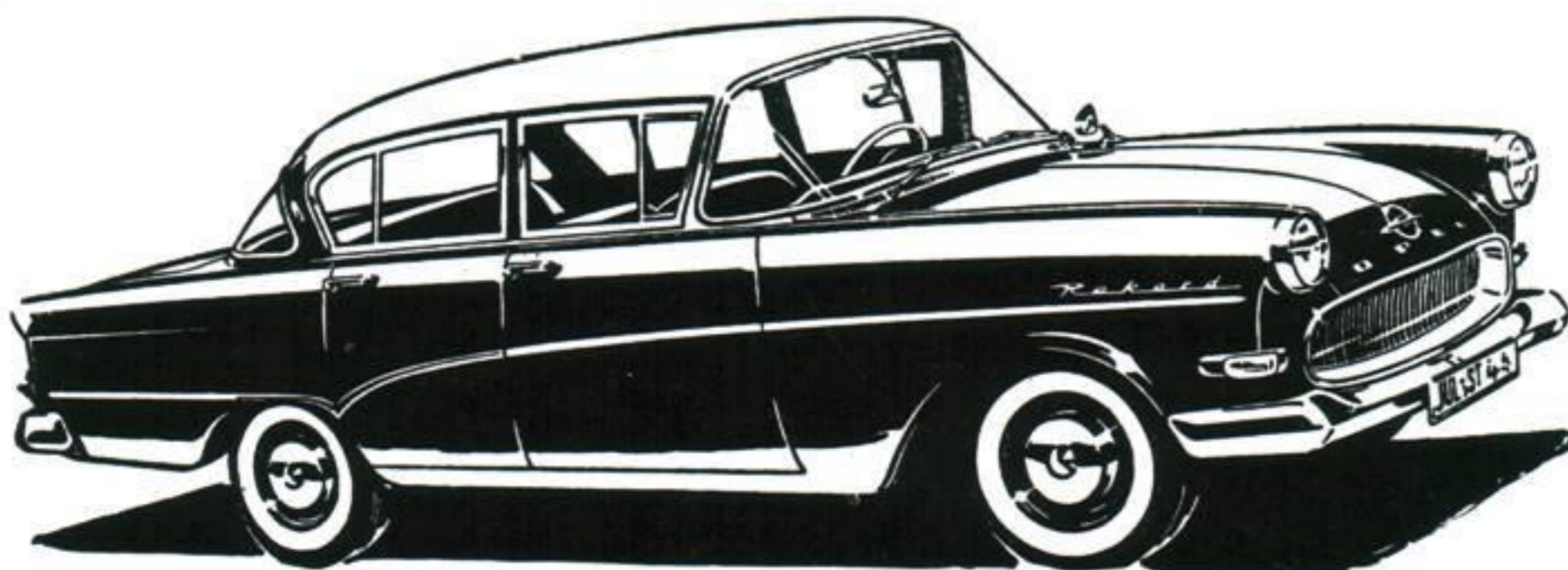
It seems that Bruce has been persuaded to take up permanent residence at 4 Wing. He now reposes in an apartment immediately in front of the dispersal gazing soulfully to the east, chilling the blood of any potential aggressors from that quarter I'm sure.

Moose's Views

By LAC 'Bob' Sleigh

They did it!!! The "Three Stripers" beat the Moosemen!!! Good grief Charlie Brown. I guess I better start eating a few of my words that were written last month. All in all, to those who saw the game, it was a great contest and the Sgts. Mess team came through as winners. All I can say is it's a good thing that pitcher of yours came in when he did; and the 419 ball club can sure kick their rear ends for having the original game postponed. Oh well, there is still the playoffs yet so we may still have another shot at you "Three Stripers".

Now lets see what's going on in Moose's Maintenance. It took me and the majority of the gang about three days to get over the startling new effects of the smoke room. It seems through the efforts of LAC "Mac" McRae and fitters that the old smoke room is not a bad place to go for a smoke. Cpl. Peace's crew of Mercer, Major, Cottingham and "Snuffy" Smith added the few coats of paint to the walls and floors and covered up a few of the holes to give the platz a new "green" look. We're all wondering why you haven't taken the masking tape off the walls yet? Mac and his boys acquired a new back stop for the dart board and cut down an old tire to frame it. A rack was put up for the six sets of new darts we



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have and all in all, for a couple of days nobody wanted to use the dart board because they would spoil the effects. It really looks good gang so lets try and keep it that way for awhile.

I see LAC Svekla has already gone European during his short stay in Germany and has bought himself a motor bike to putter to and from work. It must be hard on the gas bill with almost everyone in the hangar taking it for a spin eh!

Well "Honker" Hansen has finally sold his "Opel". I hear he got what he wanted for it complete with radio and will be hitch hiking back and forth from work till sometime this month. Are you going to be driving an Arronde Jerry or will you get the Vedette you wanted. We are all waiting to see who is going to win, you or your "frau".

Was wondering if Jim Lowther got his M.E. 6 out of a popcorn box, or did you actually pass the driver's test. Jim seems to have an awful time putting the aircraft on the spots, or so Sgt. Sawers thinks. For every time aircraft comes into the hangar and Jim is working away putting it on the spots, one can hear Buzz yelling "Get that aircraft out of here Lowther and put it in right!"

Well Sid Edwards has his Command and will leave us in October. One less duty driver for awhile, pretty soon they will have to start using riggers.

LAC Clyde Mercer got his Command and will leave in December for "Torbay", (he hopes), complete with Vedette and plastic fuel lines. Just wait till that Newfoundland salt air gets at them Clyde! Should of bought a Volks. Our painter LAC Ron Sawers, on loan from the Paint Shop sure has acquired an extra work load. Seems that the latest fad is on freshly painted tool boxes. The only trouble is Ron, that you're painting them all black and now the only way we'll be able to tell them apart is by putting our names on them. What happened to the nice "pink and blue"??

I hear Sgt. "Danny" Marshall likes the job of inspecting the Moose's autos so much that he volunteered for another six months. Oh well, I'll make it a little easier for you Dan, I should have my four new tires on by the time you're reading this.

We are all wondering if WO2 James is ever going to come back to Moose's Maintenance. We see him every now and then when he's looking for volunteer for the honor guard. If anyone's interested, you can contact him at Local 116.

Some new bodies have come to us again, a cordial welcome and may your stay with the Moose be a long and pleasant one. From Stn Camp Borden comes Sgt. Whitney — electrician. Cpl. Takahashi — rigger and LAC MacKenzie — fitter come to us from Downsview. Two riggers, Cpl Sterling from Winnipeg and LAC Laidlaw from Bagotville, and two electricians LAC Kelly from Gimili, LAC Laird from Wing Maintenance. Welcome aboard gang!!!

The 419 ball club entered the semi-finals of the intersection ball league and played against Air Services. We came out on top of the 2 out of 3 series winning two games straight 13-3; and 12-2. Our next opponents will be Wing Armament, the results of the series should be known by this time. I'm wondering if Lockridge is still wearing that big smile or a sad frown, eh Jim!

Well that's it for this month, see you in October and have yourself a ball.

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422



Sqn

By F/O McQuiggan

After a month's absence, due to three weeks "holiday" in Sardinia, the 422 Squadron news returns to the Flieger. Upon seeing the local weather when we got back, several fellows packed up and were last seen heading south again.

In spite of a below average Trophy Shoot, we managed to enjoy the camp. As usual for this time of year, several of the fellows including Ken Kee, Larry Best and yours truly spent too much time at the Lido admiring the scenery and all got well sunburned for their trouble.

The biggest excitement occurred on our last day when the German Air Force arrived very spectacularly, wheels up and all.

The constant changeover of personnel is carrying on and 422 has said farewell to four of our members as well as welcomed one newcomer.

Don Fischer, who came to 422 when his original squadron 441 was disbanded has returned to his native Alberta to take up the jolly life of a college student. Don should have no problem getting along at U of A with his friendly ways and his Porsche. Don's smiling face will be missed around the squadron, but he has our best wishes in his new career.

Dr Austin, a transplanted Australian, has left to return to Canada after a long period as our squadron doctor. He is planning to take up a practice in Canada.

Gord Lough is one of the lucky few who managed to get an extra year of fun and frolic at 4 Wing. He has spent his last year here with the smiling crew in Training Flight under the benevolent leadership of Jock McKenzie. Gord is returning to Canada's Subway City to instruct at the new air force Junior Officers School. Good luck Gord, and lets hope you'll see lots of us attending your lectures.

Bill "Abo" McArthur is leaving shortly for the "black hole" of Training Command after a very successful tour at 4 (F) Wing. Bill hails from New Zealand via England to the RCAF. Bill has been a squadron FWI for the past year and was a spare on last year's champion gunnery team. The latest word is that he is on the team again this year. Bill is shortly to become a Harvard instructor and will no doubt be as successful at Penhold as he has been here.

Much to the disgust of the SMU, another "brown Baggar" the fifth in a row, has arrived on 422 Squadron. Ken Kee comes from Manitoba, where he attended university and we take this opportunity to welcome him and Barbara to 422 and to 4 (F) Wing.

For the third week of August, 4 Wing's non-deployment squadron deployed to Bertrix for 5 days. Apart from several dandy thunderstorms and Nick's loss at Knock Rummy, the time passed quickly. I hear that Bill Tuele is still talking about his expensive meal at Boullion. At least on this camp we didn't have anyone sleeping out doors all night, as happened at Sardinia, so I guess the week can be summed up as uneventful.

During July Nick Kunitski joined the select and fast becoming extinct group of pilots with 1000 Sabre hours. Congratulations, Nick.

IN MEMORIAM



F/O J. F. BAXTER

422 Ground Crew

Tribe Scribe Jim Gwynne

I guess there should be quite a bit of news for this issue as the sun was too hot down in Deci. and the Mail service isn't the best for getting things back to the wing. There were a lot of people surprised, when for once our Sqdn. headed for Sardinia on the date scheduled. Especially the fellows who came on the North Star, it was supposed to arrive on Thursday but on Wednesday, the sound of those Barking Merlins stirred quite a few of the Rastatt dwellers into packing a bag as the aircraft made a circuit over town. Anyhow everybody who was supposed to come finally made it. Granted Old Jenks was standing at the bottom of the steps saying "I don't have to go till tomorrow." But the boys convinced him that it might be a long walk and swim.

The next day we had our Trophy Shoot and it was started bright and early. The whole Ground Crew really went at it. Especially the Systems boys who made up for the times they don't work back at the wing. They had more snags in the one day than we have aircraft.

Actually you people who know the crew that was with us will be surprised to learn that it was a pretty quiet trip. Except for our own "Big Chief Thunder Lungs" Alfie Coles who can undoubtedly outcall and wake up more people in one try than anybody else. And what Senior N.C.O. is trying to blame the swimming beach on losing his grey flannels? After all Les who else would they fit? Also why do you get called Melvin by the boys and Gerry by a Certain W.D.? And is "Erbsy" really dazzled by all that braid or does it make a shoulder softer to lean on? After all being a tech rep on cement mixers is quite a change.

But for once the boys were really pleased when the North Star was cancelled and an extra Bristol came in to take its place and the squadron got back on time. There were about

three people left until the next day to come back on a Dakota. But I think Breezy was the happiest when he was to come on the baggage kite and not the Star. But that changed when the Star got cancelled.

Some of the triple four boys, who came to give us a hand weren't too happy when they got back as they headed for Bertrix about four days later. We were lucky if you can call it that but we didn't have to go until the week later.

Our new F/S made it into the squadron in time to go to Bertrix with us. So he got broke in quite quickly as to the squadron ways but Welcome to the Tribe Flight Ramey and hope you can stand the war dance.

The storks have been busy around here lately too with a son for Doug Lloyd a daughter for Reg D Brandt, and Paul Schwan and Paul Dyer both instrument oxygen pushers had their wives come through with boys. But to all couples concerned congratulations, and if you didn't get what you wanted try again.

But I have a question for one of the maintenance boys. Dummy who or how did your bed get wet? And the big question of the year for Alfie. Will that 46 Volks make it to B.C. and back to Ottawa.

And for all those who were complaining that I didn't get an article in last months issue how about someone stepping up for the next month as I am going on leave. Well thats all for now so until next time, see you.

444



SQN

by F/O's Glen & Ellerbeck

444 has been very quiet this past month as we have had very few visitors and the social life has been on the low side.

Cecil welcomes back the brown hatchet men from their long stay in the sunny south and is happy to see they are going to take over their obligations on zulu.

444 has acquired several newies this past month, Harv Kuszmaniuk and Jim Strang are both products of the famous pipeline. Both made their way through Penhold, Portage and Chatham. Jim "Normal" Strang calls the stech city of Hamilton his home. "Reverend" Harvey hails from Gilbert Plains Manitoba and is a graduate of the University of Manitoba.

Our other newie this month is also of the male sex in the person of Richard Derrick Colling. His Dad instead of buying



F/O H. Kuszmaniuk



F/O J. Strang



S/L GARRY

the traditional cigars, bought chocolates which inadvertently grounded 444 for a day as they were filled with liqueur.

Now we come to our automotive section. Gord Wansbrough who just returned from leave in Canada, is about to take his pride and joy back to the Porsche Works for its sixth or is it seventh paint job. Newie Len Cook has not stopped raving about his new \$2000 streamlined Volkswagen since he received it this month. The "Baron" is again having trouble with his expensive three cylinder, seven moving part sports car but he is determined to hack it through even though it may have to be painted silver-grey.

This month the squadron went for a camping trip in the Belgium woods where they ran across a Canadian "courier-de-bois" but it turned out to be our illustrious armament officer Lorne Smith with long hair. We would like to know why Lorne goes around parking trucks in bedrooms. We congratulate the NCO's on their feat of relocating the "Boss" and his trailer.

Starting this month we inaugurate a new feature "Cecil's Choice". Cecil the soak this month chooses the OC of the squadron, S/L Garry who will be leaving us soon.

S/L Garry was born in Ottawa where he was educated.

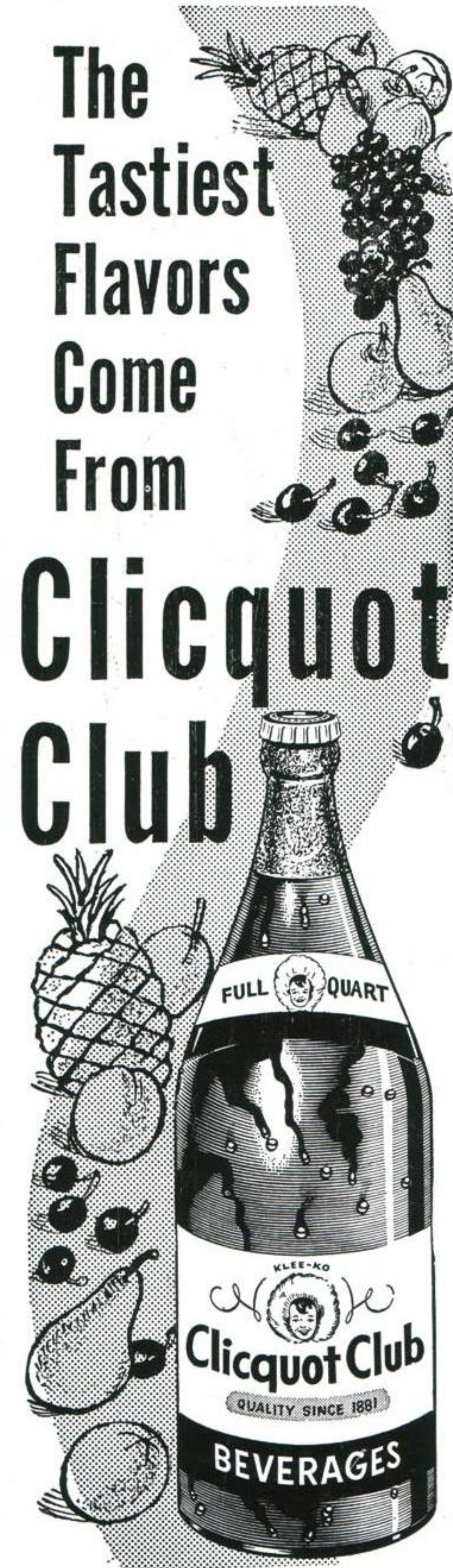
He joined the RCAF in April 1939 as an airman and re-mustered to aircrew in early 1942. S/L Garry completed a wartime tour on Mustang and Spitfire aircraft.

After the war he was with AFHQ until August 1948 when he attended Flying Instructors School from where he went instructing at RCAF Stn Centralia. S/L Garry then went to Flying Instructors School and later Central Flying School.

After another four year stint with AFHQ, he was transferred to 4 (F) Wing upon completion of his jet training.

S/L Garry took over the command of the Sqn from S/L Archer in December 1958.

As our parting thought this month triple four would like to be first to wish everyone a "Happy Hangover for the October Fest".



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Wing Maintenance

Well, here we are again, after a two month lay-off and ready with a few more digs. Although I have been away for awhile I have not been that slack that I haven't been able to overhear a few nasty cracks about a few "in the spotlight", airmen. Therefore the following composition will consist of short-short stories that have popped up around the hangar. The stories are the same, only the names have been omitted to protect little old ME.

A certain airman in 5 bay who has recently returned from Canada seems to be having a ball running from one country to another entertaining different girls. By the way this international playboy I'm talking about is not Ali Khan but he's on his way up.

Another airman who happens to hail from the same bay received a postcard awhile ago from some fraulein who was vacationing in Baden saying she would never forget him. Tsk! tsk! The poor girl; has to go around the rest of her life with something like that on her mind. Anyway I hear he's pretty broken up about it all.

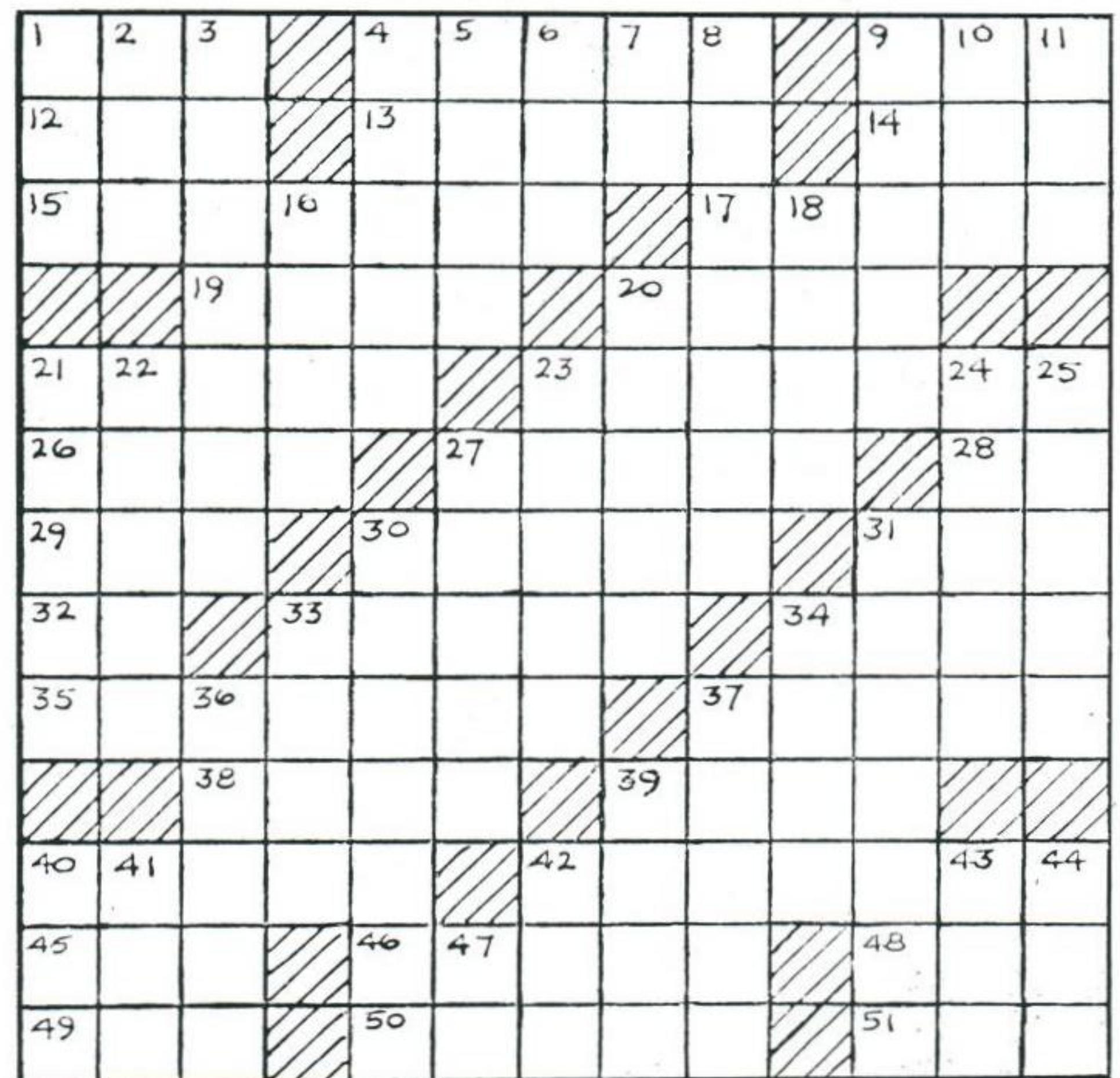
A certain NCO in 3 bay had his chance while down in Sardinia the last time to see his long lost father. At least I think it was his pop, he kept singing "O mein Papa" to him. The poor old fellow, I noticed, didn't even own a pair of shoes. Shall we pass around the hat, boys.

The CAS was around the other day I guess he was really impressed with the big change-over taken place around here. Why even at the time this was written a guy wanting to get any bolts, or screws or such like usually comes out with his face whitewashed. However, I guess when they are finished it's going to be a real nice hangout. Howabout a lounge for the hard-working Riggers.

Sorry, no news from the I and E sections, Lac Dundas who is taking it over is on that Sabre Salvo, so we will see you next month, I hope. MEANWHILE KEEP YOUR THUMBS DOWN TO THE SQUADRONS, FELLOWS.



CROSSWORD

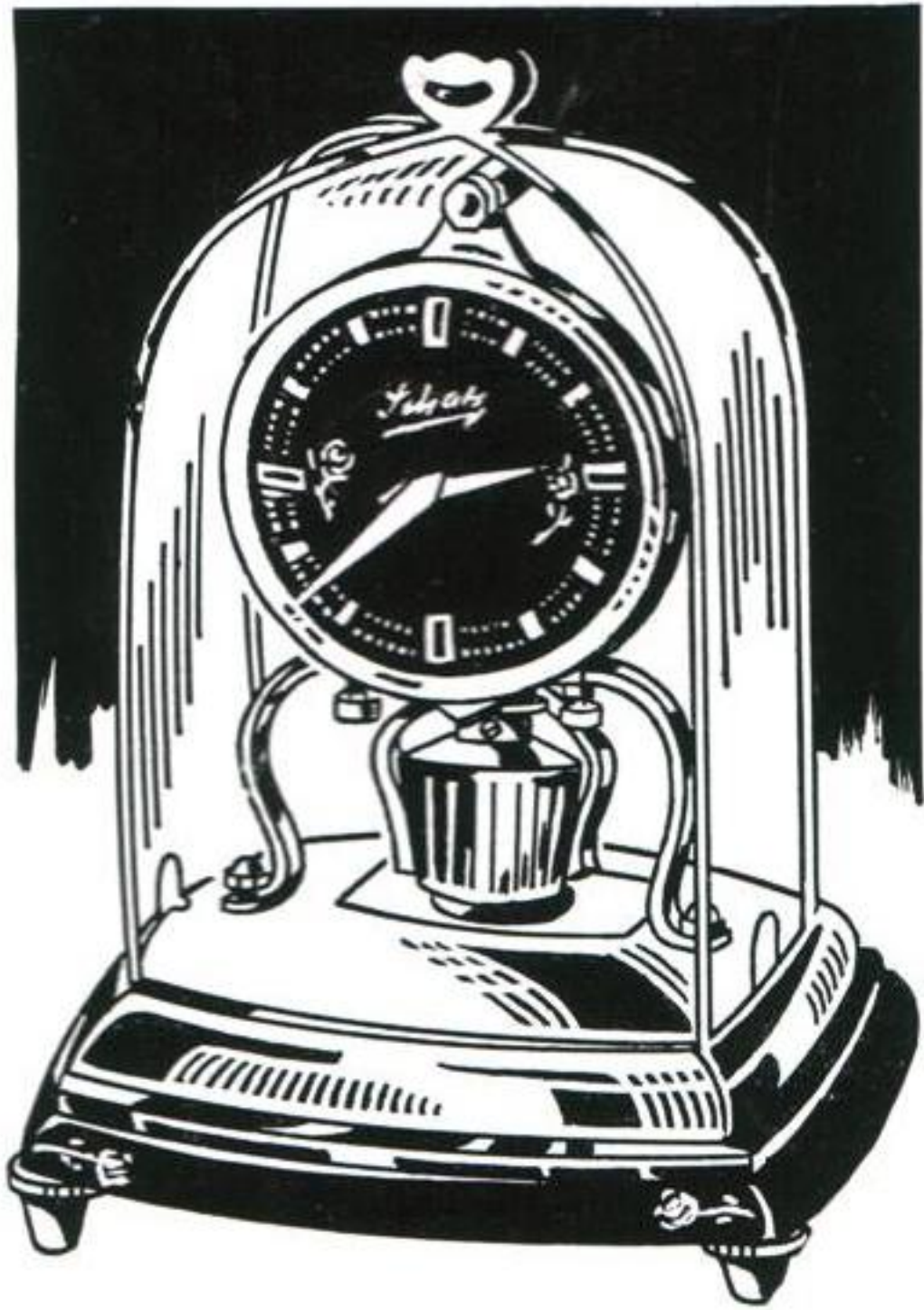


Horizontal

1. in what manner
4. analysis of ore
9. beaded moisture
12. actress:Lupino
13. French river
14. rive in Brazli
15. Leopard
17.Dei
19. antlered ruminant
20. Malaysian vessel
21. adolescent years
23. mosque tower
26. male of red deer
27. geometric solids
28. personal pronoun
29. S-shaped curve
30. trade-mark
31. ocean
32. note in scale
33. sphere of action
34. prohibits
35. profits morally
37. move smoothly
38. grate
39. heavy hammer
40. sluggish
42. rebuke
45. cavern
46. French river
48. city in Brazil
49. be indebted
50. live coal
51. Japanese coin

Vertical

1. large body joint
2. room in harem
3. roams
4. ruins of a fire
5. prophet
6. title of address
7. article
8. longed
9. Yugoslavian coin
10. former European coin
11. existed
16. canvasshelter
18. Tibetan gazelles
20. ear auricle
21. thither
22. relived
23. feeble groans
24. correct
25. harass
27. crawl
30. seta
31. seamen
33. at a distance
34. obscure
36. Actress:Dunne
37. yawner
39. bare
40. artificial language
41. recent
42. cut of meat
43. contend
44. eternity
47. mystic ejaculation



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By Myrna Shufelt

Flieger time has rolled around once again and Soellingen Sally has done her best to keep her eyes and ears open for all the latest gossip and news.

In the past two months we have bid farewell to Jeannie, Lucy, Lorna and Audrey and Bonnie will also be leaving at the beginning of September she said she would have a surprise for us before she left, well we're still waiting Bonnie.

S/L Evans paid us a visit on the 4th of August and a tea was held in her honour at the Airwomen's Lounge with all Section Head's wives and Mrs. R. W. McNair in attendance.

A surprise shower was given by Penny and Marj also in the lounge on the 16th for May, and for a while we thought the guest of honour wasn't going to show up, but all turned out well and everyone had an enjoyable evening especially Penny who did such a fine job of testing the punch. May received some lovely gifts and F/L Barraud was the lucky girl who got the diamond that was attached to the end of all the ribbon, you know what that means Ma'am? Later that evening May was telling me that Elmer wasn't the best one to send to buy women's clothing, I wonder why May?

Well last month found Penny, Marj, Inky and Jo on a Mediterranean cruise and if it was as good as the pictures they took they must have had quite a time. Penny came back raving about a violin player called Louieo and Marj about an accordin player no name mentioned though. Inky and Jo haven't said too much about their cruise but I think the pictures tell all there is to know.

F/L Barraud has also been on leave but all I got for an answer when I enquired about her leave was "EGAD" but she did say she visited Ireland, Scotland and England. Taffy and Shirley were also on leave down on the French Riviera but didn't say too much about it when I was around except that they had a good time and lovely weather.

Jackie has been in the hospital but is out with us again and we all hope that you are feeling much better.

Doreen wasn't it rather foolish of you to lock yourself out of your room especially when the key was rather hard to obtain.

Pat I guess you had better buy another coffee pot as I heard your other one disappeared for a few days.

Vi, I see that you have acquired yourself a new boyfriend from Hugelshheim who admires your long hair not everyone can be that lucky. Marj aren't you glad you know the meaning of the word "SCHLAFEN". Well girls I missed a few of you this month but will try harder for the next issue so until then Auf Wiedersehen!

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Supply News & Views

Seeing as its the time for all (well most) incidents and/or gossip to be put into print I'd better get with the typewriter and the ideas or we'll have a rather "slight" Flieger again as far as Supply is concerned!

First off, since I missed the last issue of our Wing Paper, I'd like to take this opportunity to extend a welcome to all our new faces around this Platz among whom are:

FS Proux now located as NCO i/c R & I
Sgt. Meade presently employed in Repairable stores
Cpl. Savage in our stock Control Office
Mrs. P. Hudson on stock record cards
Mrs. Turner on stock record cards

We're glad to have you join our clan of "Nil Stock" but there is some on order! For those who have just arrived from Canada there is only one thing I have to say "Watch that German beer, it could be the answer your waist line has been looking for!!"

The other day we were quite amused at one of our young ladies in Stock Control — seems she was having a hard time trying to decide what color best suited her hair! Must say the first color you chose was right stunning Penny, especially to Bert!

A friendly tip for those people who are planning on meeting friends arriving from Canada at our one and only Baden-Oos station — remember to take a few D marks along with you — not that you actually need money to meet a train but since German trains waste no time at small stations in long stops as in Canada you are liable to find yourself accidentally being whisked off to Kehl without a ticket! This I must admit is rather confusing especially when you are wearing German type leather hosen! Another thing too, you may not always have the privilege to call on our ME section to come and get you. However, glad to see you back amongst us 4 Wingers Sgt. Janosik! How about giving us a little story on your UNPLANNED trip?

Just happened to make a short trip down to our R & I section the other day and noticed a little round chubby face about, one I might mention here that I couldn't remember being so "chubby"; Seemed it belonged to our LAC King the victim (passed) of the mumps! Glad to have you around again Ken. I wonder who'll be the next one to enjoy the "act of the little round face" hm-m-m-m LAC Garrett? Care to enlighten us one the topic?

Our best wishes go out to LAW Jackie Nadeau who at the present is a full time inhabitant of the Wing Hospital. Hope you are up and around soon so as to enjoy the few days of nice weather we are having, one never knows when it will convert back to the old liquid sunshine again so we must take advantage of the situation when it arises!

A notice for all Taunus owners — (this includes you, LAC Tommy Cathro)! When the large semi-trucks are parked in the loading zone between Supply and Wing Hospital we realize there isn't much passing space left. If you are in doubt whether you can get your car through or not just get out and pace off the distance then compare it to the width of your car! The results can bring the oddest sensation to your brain and bears the greatest temptation to turn and take the "long way" around, right Andrea? At this point however, I'd like to mention we've yet to see a car emerge on the other side of the gap with a missing fender, bumper or otherwise! (this doesn't include the nerve that's missing to try the same thing again though!!!)

Well, Fans, my trusty eyes and ears have done their best and I believe this is about all for this time. So until we meet again on the pages of "The Flieger" this is "Au Revoir"!!



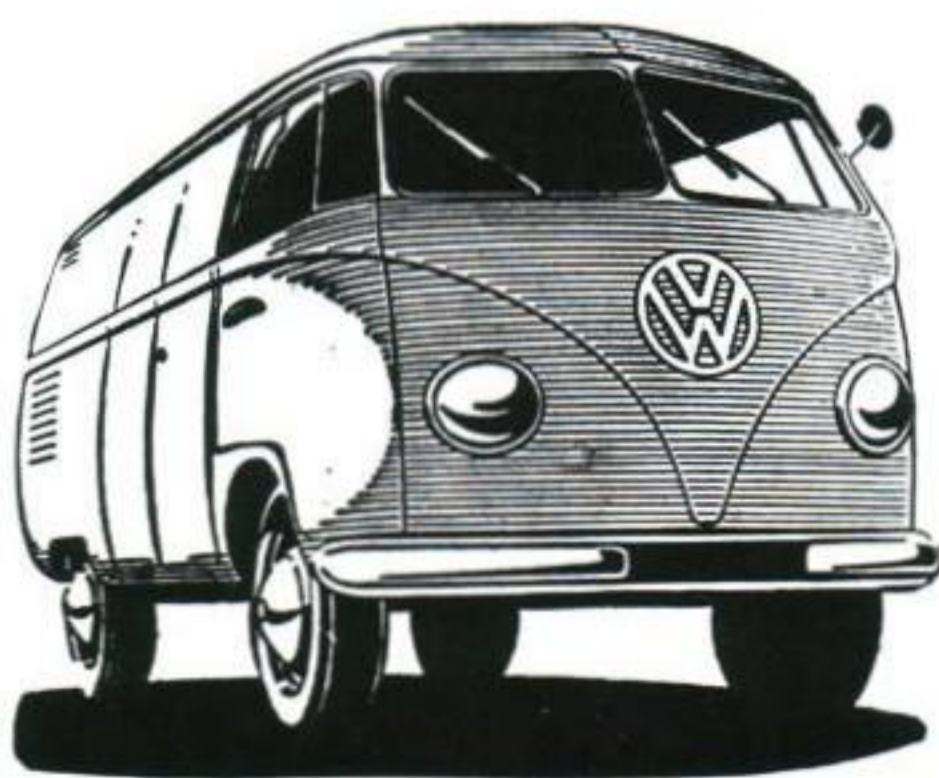
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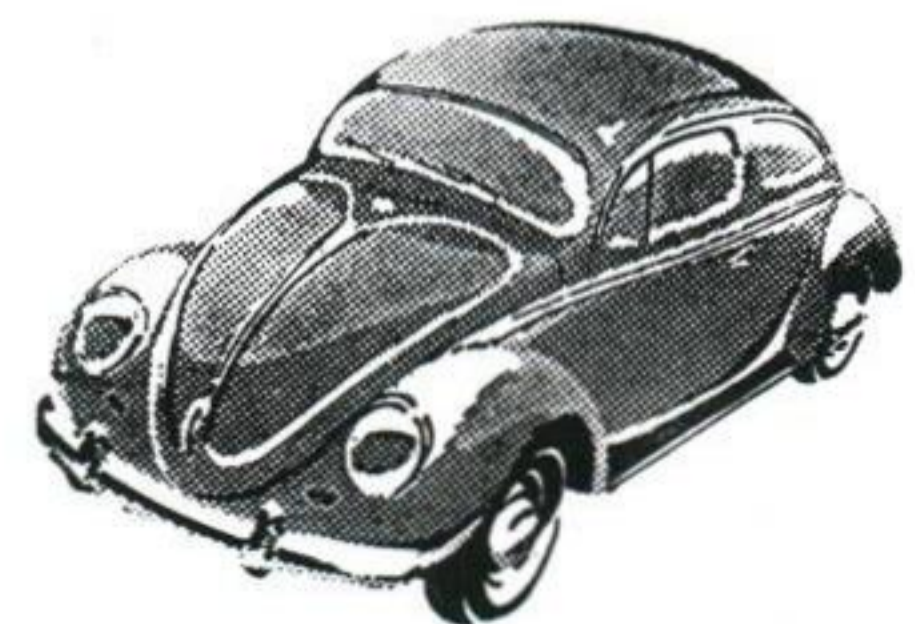


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