

*Alstad*

4 (F) WING (RCAF)

# Schwarzwald Flieger



Airmen's Retreat

PUBLISHED BY  
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ROYAL CANADIAN AIR FORCE

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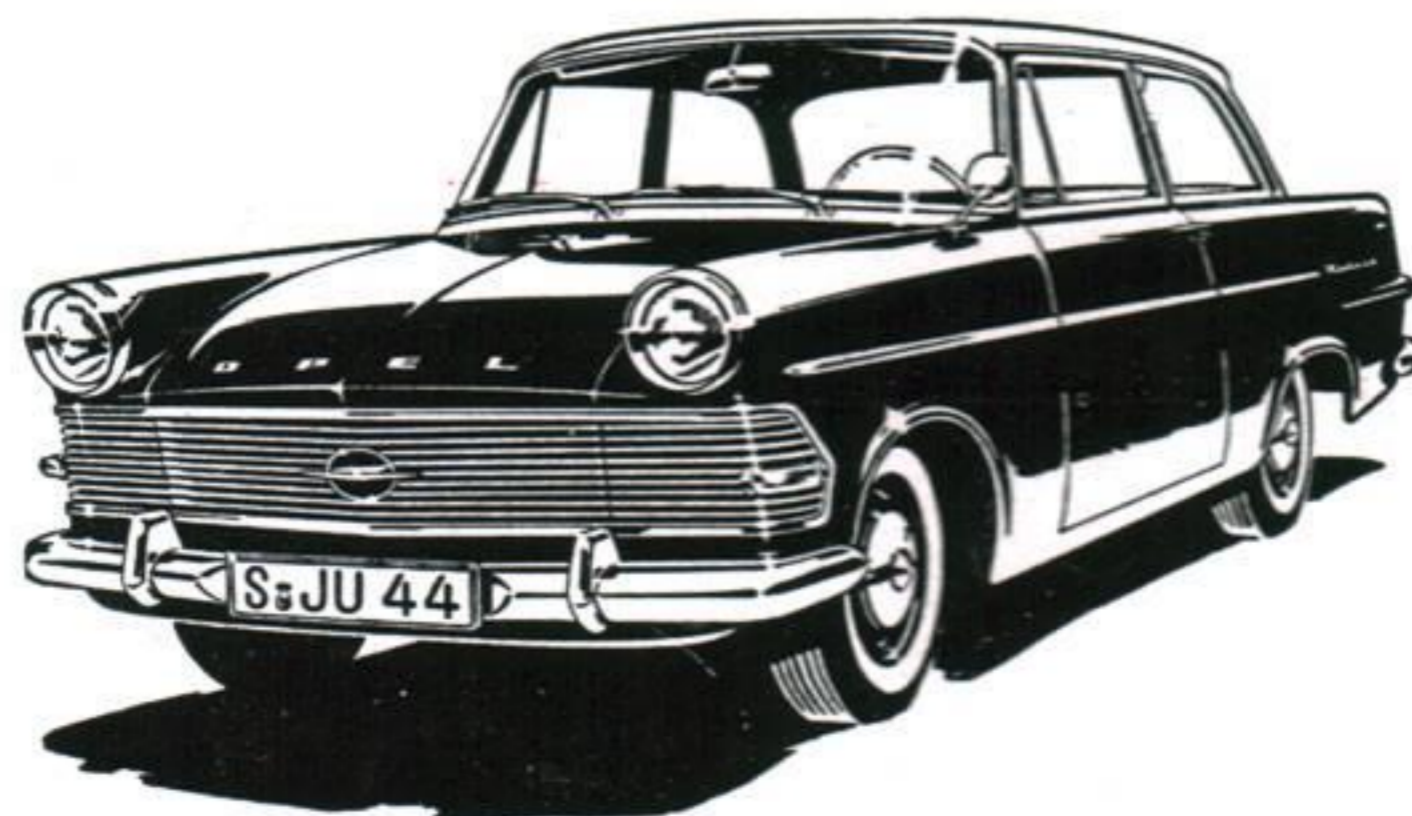
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# A. A. F. C. E. Chief Visits 4 (F) Wing



*Air Chief Marshall the Earl of Bandon speaks with W.O.I. Yates W.W.O. of 4 (F) Wing The A.O.C. A.V.M. L. E. Wray and C.O. G/C R.W. McNair look on*

On Tuesday afternoon 13 June 61 4 (F) Wing was honoured with an important person.

Air Chief Marshal The Earl of Bandon Chief of the Allied Air Forces Central Europe accompanied by the AOC A/V/M Wray and our Commanding Officer G/C McNair made an inspection of the operational side of the Wing. Judging from subsequent reports the Air Chief Marshal was impressed and pleased with what he saw.

Air Chief Marshal The Earl of Bandon was Commander-in-Chief, Far East Air Force, for three years until July 1960, and before that Commander-in-Chief, Second Tactical Air Force, Germany, from 1955. He had previously served in Germany as Air Officer Commanding, No. 2 Group, from 1950 to 1951.

As Air Officer Commanding, No. 11 (Fighter) Group, Lord Bandon in 1955 controlled the Coronation Day fly-past and the fly-past of 643 aircraft at the R.A.F. Review at Odiham, Hants., where he was invested by the Queen with the insignia of Commandant of the Royal Observer Corps (1945-1948) and Assistant Chief of the Air Staff (Training) at the Air Ministry (1954-55); he attended the 1949 Imperial Defence College Course.

Lord Bandon entered the Royal Air Force College, Cranwell, in 1923 after leaving Wellington College. From 1930 to 1935 he served in the Middle East with No. 216 (Bomber-Transport)

Squadron and made the first non-stop flight from Khartoum to Cairo in a Victoria twin-engined aircraft, refuelling being done in mid-air by emptying petrol cans into the tanks from inside the hull. He also took part in troop-carrying operations from Cairo to Baghdad during the 1935 Iraq revolt.

After graduating at the R.A.F. Staff College in 1938, he went to the Air Ministry and served in the Deputy Directorate of Plans until, soon after the outbreak of war, he was given command of No. 82 Squadron, flying Blenheims in France, and was awarded the D.S.O. for gallantry. After the evacuation he held a staff post at Headquarters No. 2 Group, and from 1941-42 commanded the bomber station at West Raynham, Norfolk.

Lord Bandon went to Air Headquarters, India, as Staff Officer, Bomber Operations, towards the end of 1942, afterwards joining Headquarters, Air Command South-East Asia. From 1944 until the end of the war he commanded No. 224 Group operating in Burma. He was awarded the American D.F.C. while commanding this group, and the U.S. Bronze star for his services in co-operation with the combined British-American Eastern Air Command Headquarters.

Lord Bandon was born at Gillingham, Kent in August 1904. He was appointed a Knight Grand Cross of the British Empire, in the 1961 New Years Honours.

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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# Airmen's



# Club

# Beer

# Garden

Sat the 17th June was a memorable occasion for the members of the Airmen's Club; at last, after waiting patiently for their pet project to materialize, the ultimate luxury of club life was completed and proudly waited for the grand opening in all splendour and blessed with the romantic grandeur of a perfect summer evening to captivate the hearts of all present.

This enchanted setting was, but a few weeks before, a morass of wet sticky earth being excavated by a prodigious amount of volunteer labour, who were spurred to intense activity when confronted by LAC Stanley complete with stomach and shovel and a resolute expression. The patio — a considerable size had to be cleared up to 3 ft in depth and then filled with gravel before completion, members of the ME Section willingly appeared with heavy equipment and tactical knowledge which alleviated the undertaking.

Now the great moment had arrived; after cocktails had been served the Commanding Officer Group Captain McNair ceremoniously cut the ribbon and accompanied by Mrs. McNair and other honoured guests led the way into the garden. Our PMC LAC L. Germain asked the Commanding Officer to say a few words on this occasion and the CO addressed the company warmly commending the airmen for their hard work in the enterprise and initiative in producing such a wonderful addition to the club. The Hon. PMC F/L Holdershaw then spoke of his pride in being associated with the club and of the great work carried out by the various committee members to achieve such accomplishments for the benefit of the members. Then, inspired by an unrivalled orchestra, dancing commenced on the patio and a glorious evening commenced. The star of the show was the shamrock fountain whose lifting tone-like effects and scintillating colours magically produced a story book setting into the atmosphere.

The airmen are more than proud of their latest addition to their club and are intent to withhold their respect to it. They extend their heartfelt thanks to the CO, CAo and Hon. PMC for their understanding and contribution to make this the finest Airmen's Club in existence.

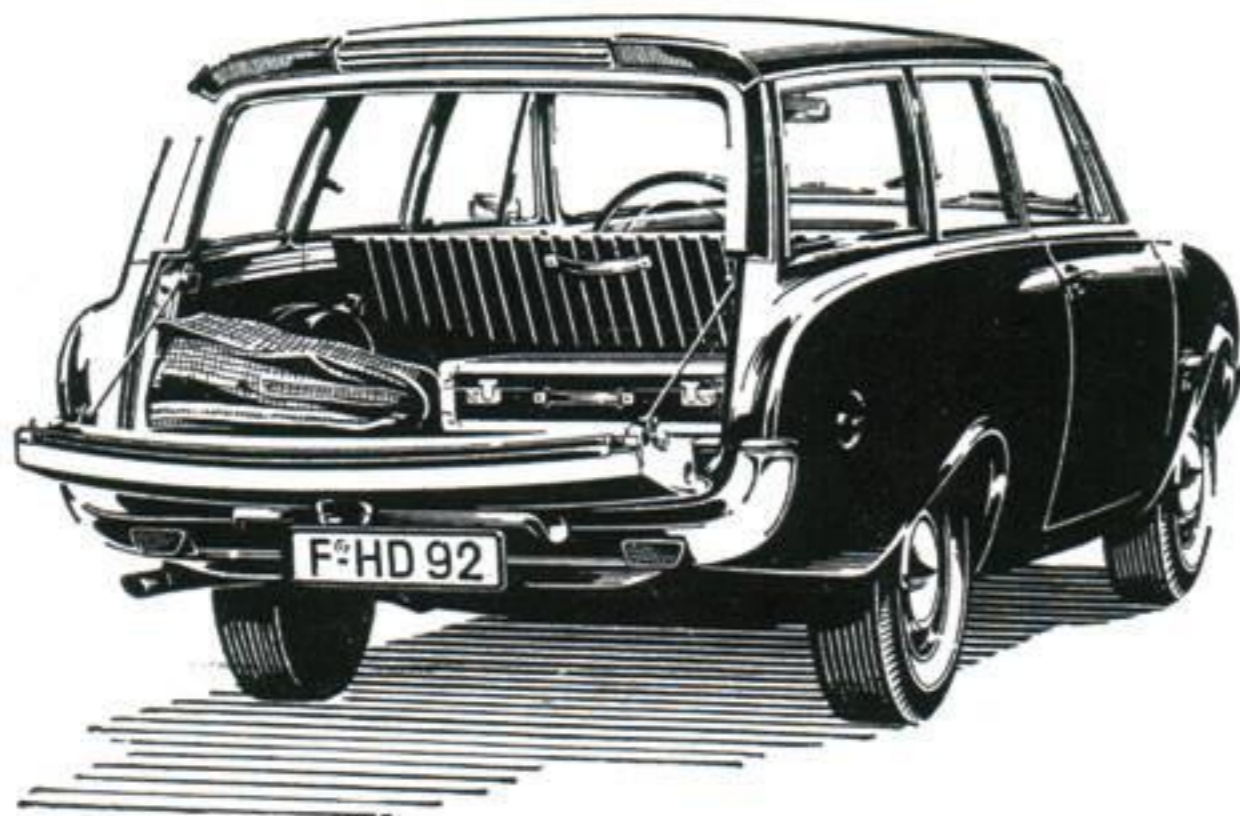
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## Editorial

Often ~~times~~ we have approached certain servicemen and civilians ~~here~~ at 4 (F) Wing and ~~have~~ asked them for an article or story about something they have done or someplace they have visited.

In more instances than we ~~would~~ care to count, their reply is worded:

"Oh Heavens to Betsy! I can't write. I would love to help you but go and see somebody who knows how to write."

For these people we would like to quote ~~from~~ an article which appeared in the Toronto Daily Star 26 Apr 61 written by the eminent author Pierre Berton. The article is entitled CERTAIN THOUGHTS ON THE BUSINESS OF WRITING and here is a part — Quote "A housewife from Ayton' writes to ask me if I can give her some advice on how to become a writer, preferably the bestseller type; and by return mail, if possible, as she is anxious to start at once." Such letters perplex me. It is as if a journalist were to write a local surgeon asking for instructions, by return mail, on how to perform a frontal lobotomy.

Indeed, the surgeon has an easier task. He can tell his correspondent to go to medical school for about 10 years and serve the required internship. But I know of no real school for writing save that strange tortured classroom of the mind in which every writer must confine himself.

It is surprising the number of people who believe that there is some magic key that suddenly unlocks all doors to the mystery of writing.

'I would give anything to be able to write', people often say' but they wouldn't. They would not give one hour of their time, let alone 10 or 20 years. Such people want to be Instant Writers. The animal does not exist; if it did it would be in the zoo.

'How many of you really want to write?' asked Sinclair Lewis, when invited to give a talk to a class on creative writing. A forest of hands shot up.

'Well, why in hell aren't you all home writing?' cried Lewis and strode from the room.

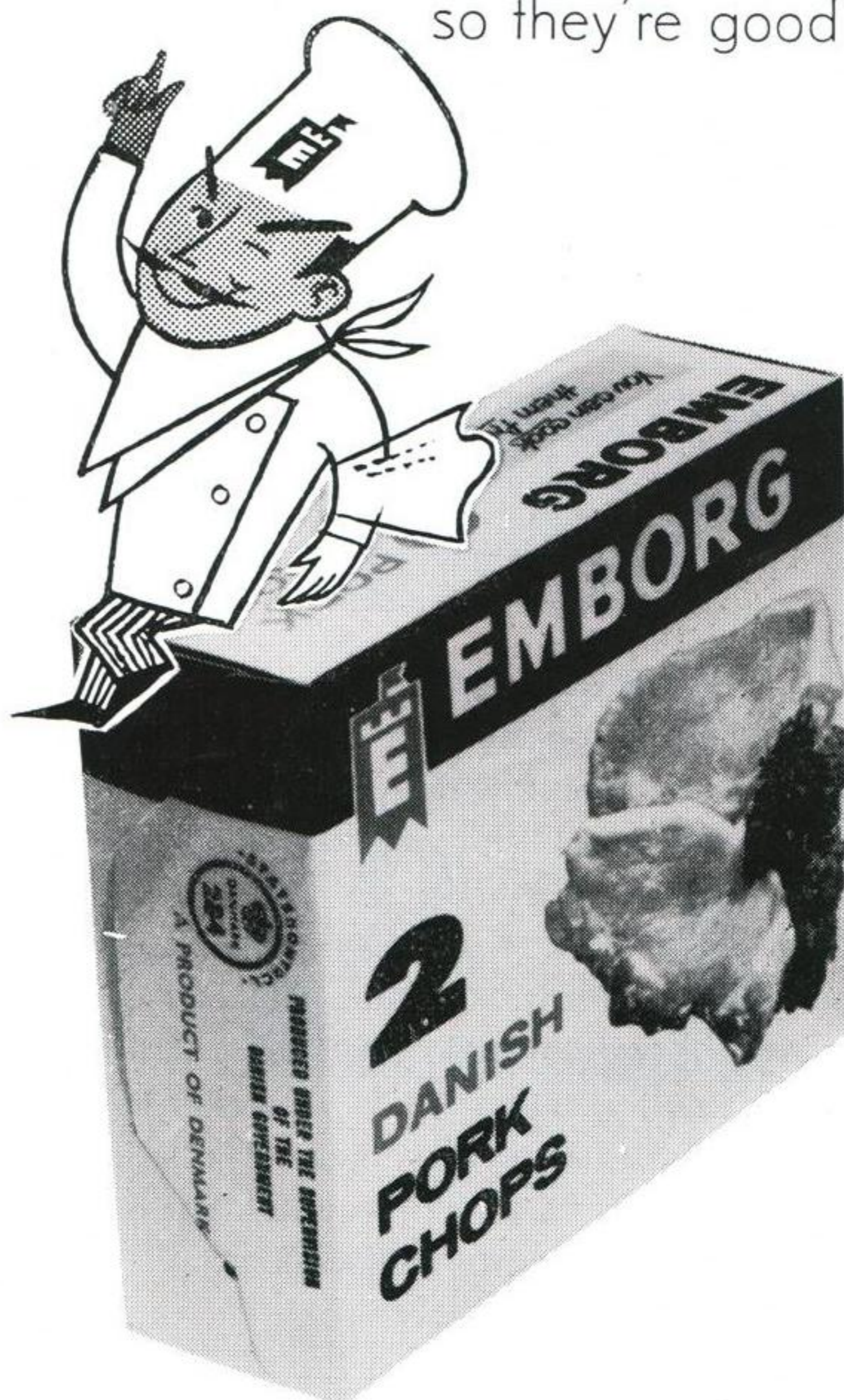
Every true writer, I believe, starts a fresh piece of work in a troubled mood. He honestly believes that he cannot pull it off. When, as happens, he makes a fair fist of it, he is surprised and pleased, and this, more than anything else, is the real reward of writing.

The great moments of joy do not come, as many believe, when the plaudits of the crowd are heard; they come when, in a moment of revelation, the writer discovers that the child of his creation is not still-born but will live. These final hours of gestation are the most rapturous the writer knows; at such times he is like a creature under the influence of drugs; he scarcely sees, hears or feels the outside world; his writing consumes him. Yet by the time it is published and his audience applauds, the mood has left him; he has long since gone on to something new and is perhaps suffering the torments of the damned. That is why when you praise his most recent work he may look at you as if you are mad.

I am afraid these scattered notes may not be of much use to the lady from Acton. If I have any specific advise for her, it is this: When you begin, begin on a very small scale (six paragraph essays for the local paper) or on a very large one (the kind of sprawling autobiographical novel that the critics will call "undisciplined but promising"). Do not break your heart on those deceptive pieces that seem so simple but are so difficult — the short story, the long essay, the magazine article. These can wait until later. Ignore the advice of friends and amateurs; listen carefully to editors; don't talk too much about your work; read and learn from others; and, above all, try to have a good time.' Unquote.

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*Left: The fountain in the great Cistercian Abbey of Maulbronn, considered the most beautiful among the older monasteries in Germany*



## MAULBRONN

*The courtyard of the Abbey*

# Between Heidelberg and Stuttgart

From Heidelberg you can follow the autobahn to Stuttgart or even Munich, making perhaps brief detours to Ulm, where the cathedral has the highest spire in the world and contains several splendid tapering Gothic canopies, and to Augsburg, famous in the sixteenth and seventeenth centuries for its goldsmiths and the Fuggers. But to travel on an autobahn, though it can be exhilarating and though the road laid out like a sinuous tape across the countryside has beauty of its own, is like being on a scenic railway. Whole villages, whole towns even, the greater part of a forest or range of hills, appear as incidentals in a vast landscape. It is beautiful, but there is no intimate contact with Germany or German life.

### Bruchsal

The ordinary road to Stuttgart, a continuation of the Bergstrasse, leads first along the Rhine valley at the foot of the hills, to Bruchsal. Here is the palace of the Bishops of Speyer, badly damaged during the war but now being slowly restored. A mid-nineteenth-century Baedeker, which referred in fulsome language to every hill and crag in the Rhine valley and said whether they were best seen by morning or by evening light, had apparently not discovered the beauties of Rococo and dismissed Bruchsal in less than two lines. The traveler if he had time to spare, it said, might give it a cursory glance. Until 1945 it must have been worth a great deal more than that and even in the battered condition in which I saw it, it was very lovely. On close approach you will see that the decoration, pillars, scrolls festoons and the like, is neither carved nor plaster-work, but one big fresco. Each block of the palace is treated separately, but the decoration is related to the architectural composition by the choice of colors, pink, grey, blue and white for the central block, pink, grey, yellow and white for the side blocks; a descent in depth of color to match the descent in height. In its class the painting is superb and leaves the impression like that created by the music of Mozart

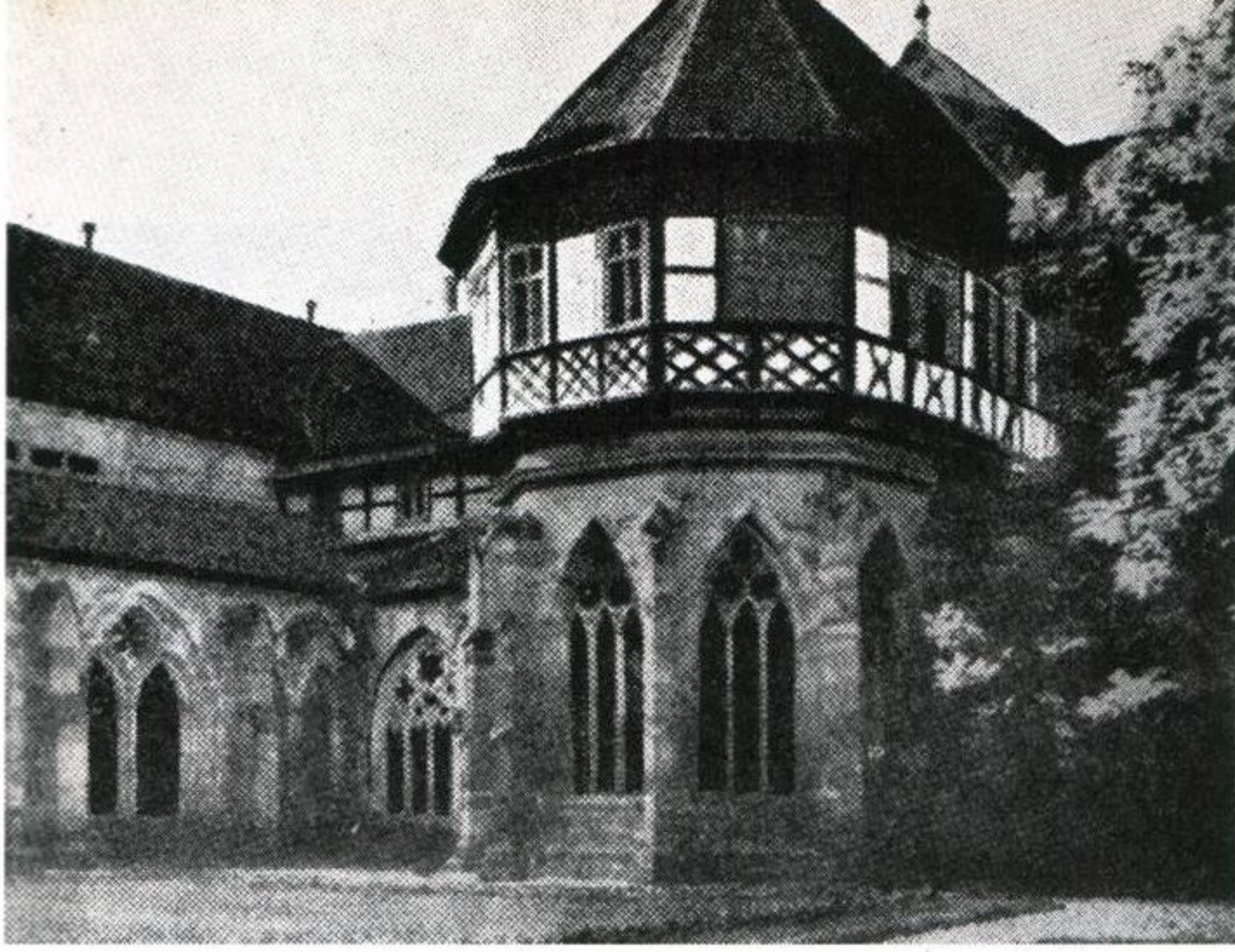
or a bubbling, silvery brook. By now the restoration of the inside of the palace is probably far advanced. When I was there all that had been completed was the basic work on the main staircase. The richness and unusual pattern of its curves were sufficient to suggest that, when finished, it would again be one of the finest Baroque staircases in Germany.

At Bruchsal the Stuttgart road leaves the valley and curves up into the hills to the east. After Bretten, you will come shortly to a shallow valley and the village and great Cistercian Abbey of Maulbronn.

### Maulbronn

The interest of Maulbronn today lies in its completeness as well as in its architectural beauty. As you drive into the warm and sheltered courtyard, which is as large as a small village, you see first the dwellings of the lay brothers and their stone barns and solid stone houses. In the autumn golden maize and tobacco leaves hang out to dry and in spring broad carts bring in the sweetsmelling hay from the surrounding meadows. It was to the lay brothers and to crops such as these, won from the virgin soil, that the great buildings of the Abbey were due.

When the monks first settled her in 1147, having left Alsace a few years before, the lay brothers proved excellent husbandmen, and within the short space of thirty years the church had already been built and consecrated. By 1210 the lay brothers' refectory had been built and by 1225 both the south side of the cloisters and the monks' refectory. The remainder of the cloister followed in the fourteenth century. All the buildings adhered to a plan which was rigidly imposed by the parent house of the Cistercian Order on all dependent houses. This plan was an incorporation of the ideals of the Middle Ages and entirely supranational. One aspect of it was the creation within a monastic building of three distinct classes:



The fountain chapel 14th and 16th centuries

the monks, the lay brothers, and the sick and guests, for each of which separate accommodation was provided.

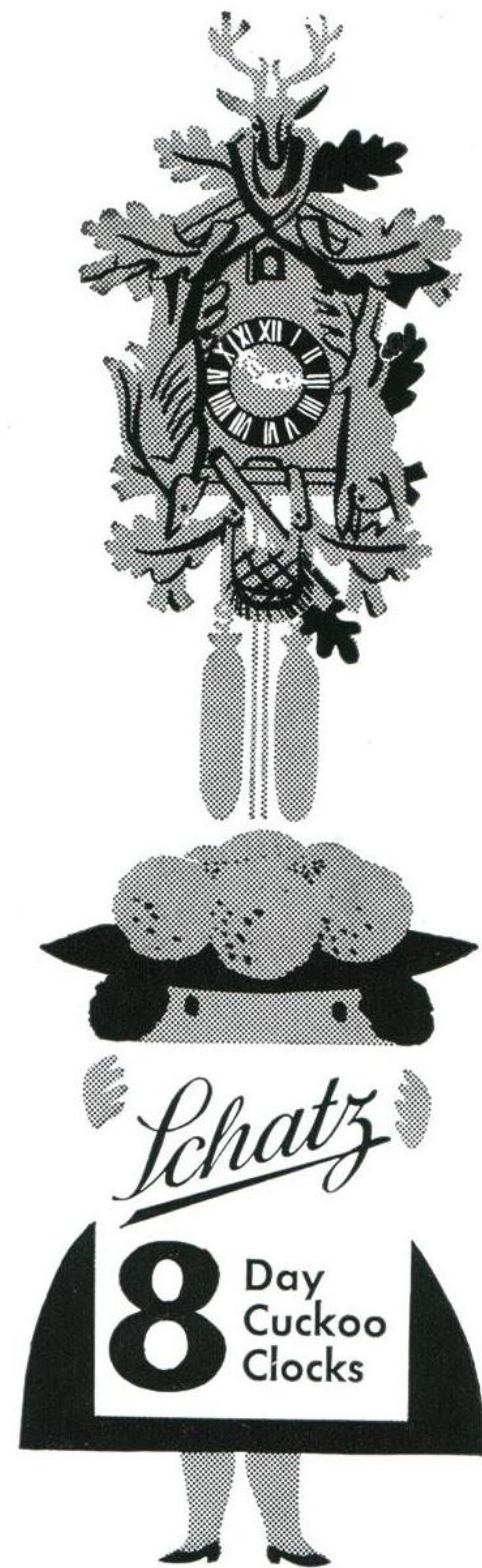
Thus at Maulbronn the heart of the monastery, inhabited by the monks, is somewhat removed from the rest of the buildings and lies straight in front of you at the other side of the Court. Through the west or Paradise porch, an exquisite example of the Transitional style added to the church as a later embellishment, you come straight into the part of the church reserved for the lay brothers. The east end, accessible only from the inside cloister, was reserved for the monks. Just within the cloister are the bench and cistern used by the Abbot when, as an act of humility, he washed the lay brothers' feet. Further on are the graceful chapter-house, the gallery which the monks used for conversation, the splashing fountain at which they washed, and the two refectories, for the neat hatches with the intervening kitchen. Of these two halls I am never sure which I prefer: the high, Gothic one of the monks, in which the slender roof groins are supported by seven central pillars and by brackets, traditional in Cistercian buildings, fitted at the basin of the groins on the outer walls, or the lower, Romanesque hall, less grand in conception though perfect in execution, in which each of the seven central supports consists of two short, sturdy pillars set together. Both have qualities; one, grace and dignity, the other, an agreeable unassuming robustness.

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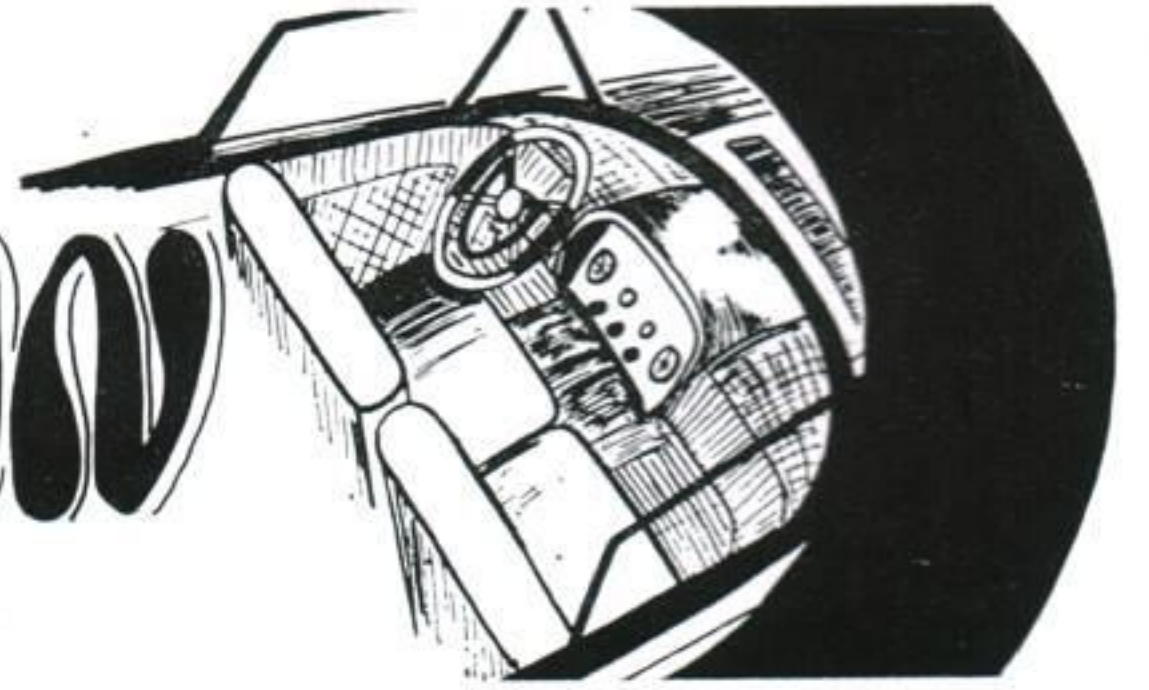
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## IF YOU DON'T DO ANYTHING ELSE TODAY, PLEASE READ THIS LETTER

Dear Driver:

A few weeks ago, I saw a little girl struck by a car as she tried to cross the street. I saw a father race toward her and hold her to him as she struggled in the agony of death. I saw all the plans that had been made for her dashed and I saw the look of despair that came over his face. I could only offer a prayer that such a thing might never happen again.

Today my daughter, who is 6 years old, started off to school. Her cocker spaniel, whose name is Scoot, watched her leave and whined his belief in the folly of education.

Tonight we talked about school. She told me about the girl who sits in front of her, a girl with yellow curls, and about the boy across the aisle who makes faces; about the teacher who has eyes in the back of her head; about the tress in the school yard and the big girl who does not believe in Santa Claus.

We talked about a lot of things — tremendously vital and unimportant things.

Now, as this is written, she is sound asleep with her doll "Paddy" in her arms.

When her doll gets broken or her finger gets cut, or her head gets bumped, I can fix them. But when she starts across the street — then, Mr. Driver, she is in your hands.

Much as I wish I could, it's impossible for me to be with her all the time. I have to work to pay for her home, her clothes, her education.

So, Mr. Driver, please help me to look out for her. Please drive carefully. Please drive slowly past schools and at intersections. And please remember that sometimes children run from behind parked cars.

Please don't run over my little girl.

With deepest thanks for whatever you can do for her, I am,

Very sincerely yours,  
FATHER.

(This letter was taken from the R.C.A.F. 1960 issue of "Accident Control".)

## WE LOVE OUR CHILDREN DRIVE SLOWLY

There is no question of parents' responsibility in teaching children to stay off of the roads, and small children being what they are, it is important that they not only be taught not to play on the roads, but also that the parents keep an eye out to be sure that a case of forgetting in a state of high excitement does not sentence the child to death or serious injury. Here in Germany, parents in PMQ's are likely to be rather lax in safety rules for their children, and tend to depend too much on the care of drivers and the 15 mph. speed limit in this area. They forget that once they return to Canada they will also return to the 30 mph. speed limit, and children who are poorly trained regarding safety will be in double jeopardy. There is a story told of a child who was found

playing on the road by an irate driver, and taken before his father. The driver told the father how close he had come to hitting the child, and demanded "Talk to him!", whereupon the placid parent said "Hello, son." What a sad story that really is.

Regardless of the responsibilities of the parents for their children, however, the driver himself has an equal responsibility to be on guard every moment, and to keep alert for the kiddies who are not off the roads where they should be. It is not enough to merely obey the speed limit and then drive blindly on, lost in thought. The PMQ area has become one huge playground, and it takes only a second for a child to chase a ball onto the road ahead of you, or dart out onto the road suddenly from between parked cars. The thoughts you have before you hit a child will never return to replace the thoughts you will have afterwards.

Another important point of driving safety concerning children involves the child inside the car rather than in front of it. How many people automatically remember to lock the car doors when children are driving with them? Small children are inquisitive and learn quickly. The car door they didn't know how to open yesterday may suddenly be easy to open today. Make it a habit to take that extra second to lock the doors before starting off. It may protect your child from a bad fall and/or serious injury. Children should also be taught at a tender age that the back seat of the car is not the place for a boisterous game of tag. Games can be fun on a long drive, and in fact, are important to control impatience and misbehaviour due to boredom for the kiddies, but they should be quiet, organized games that will prevent injury to the children, and especially, avoid distraction for the driver. Keep in mind, on long drives, that time passes a great deal more slowly for small children than it does for adults, and tiny feet quickly grow impatient for a good run. Stop the car every so often and let the children run about for awhile to use up some of that boundless energy. In fact, it isn't a bad idea for Mom and Dad to get out of the car and have a good stretch at the same time. A brief stop of this kind makes for more efficient driving later.

Small babies in baby car seats should ride in the rear seat of the car when the one parent with them is driving. If placed in such a position that the driving parent may check their activities every so often via the rear view mirror, they are safe there and well removed from grabbing controls or distracting the driving in other similar ways. They are also more protected from injury against dash or windshield in the case of a sudden stop.

Where children and safety are concerned, think of, and guard against, the "IF's" before, not after.

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# Canadian News

## GIVES LIFE FOR CHILD

A Canadian fisherman gave his life for a ten-year old boy in the violent storm that swept the Atlantic provinces.

The Boy, Lloyd Melong, went out recently with his friend, Bill Dawe, aged 33, from Antigonish, Nova Scotia, to pull in some lobster traps. The storm struck without warning and swept their rowboat out to sea, half-filling it with water. In the bitter cold of that night, Dawe put his jacket around the boy, leaving himself with only a light shirt.

When the boat was picked up the next day, the boy was alive and well, with the coat around him. But his friend was dead.

**"CANADIEN JET HOPES FOR NATO ROLE" — Aviation**  
— The Canadair CL-41 two-seat jet trainer, that has been looking for a buyer since its maiden flight over a year ago, is making a new bid for work. The Montreal company announced recently that with slight modification the aircraft could be put to use as an advance trainer for air forces using the F-104 Starfighter. Although no country was named, their thoughts are obviously aimed at Germany and Canada, who will bolster their NATO commitment with versions of the supersonic fighter. Canadair tactfully avoids reference to the 10 CF-104 F's ordered by the RCAF for the training role. The company builds the CF-104 airframes under contract from Lockheed. The CL-41 R plane has much that should interest NATO customers. It will train pilot and observer at the same time with the previously-mentioned cost reduction, without sapping operational-ready aircraft.

**"AIR COMMODORE R. J. LANE"** — of Victoria, has been appointed Air Officer Commanding the RCAF's Air Transport Command. He will take command in June. — **"Air Commodore F. S. Carpenter"** — 46, of Toronto, has been appointed Chief of Training for the RCAF. He will move of Ottawa in June from his present post as Air Officer Commanding, Air Transport Command, at Trenton. Photo.

**"WILL CLOSE NINE RADAR STATIONS" — Dew Extended**  
— Closing of three U.S. Pinetree radar stations and six gap-filler stations along Canada's north-east coast and in Newfoundland was announced recently. A Defense Department statement, also issued in Washington, said the closing of the stations is made possible by extension of the far-north Distant Early Warning radar line across the north Atlantic. The shutdowns and the DEW line extension would go into effect July 1.

**"RCAF PERSONNEL NOW LOCATED AT BOMARC BASE"** — RCAF personnel have now moved into the Bomarc missile base situated seven miles north of North Bay on Hwy. 11. This site will be known as 446 (SAM) Surface-to-Air Missile Squadron. The air force personnel represent the security, supply, firefighters, administration and mobile equipment functions of the RCAF. They are preparing the groundwork for the site in preparation for the arrival of the maintenance crews. The advance party is under the command of Flt. Lt. D. W. McGregor, USAF representative Major A. McCurdy and FO C. A. Spencer.

**"GOLDEN HAWKS COST REVEALED"** — In written answers to questions asked by CCF Leader Hazen Argue, Mr. Harkness disclosed that the annual cost of maintaining the aerobatic team was \$ 727,373, including pay and allowances, aircraft maintenance, spares, overhaul, fuel and special training costs. There was "no relation" between air aerobatics and modern air combat, the answer continued. But all RCAF pilots undergo training in aerobatics because it was "one of the most effective methods of teaching air crew to become proficient in precision flying and teamwork which are essential in present day operational flying".

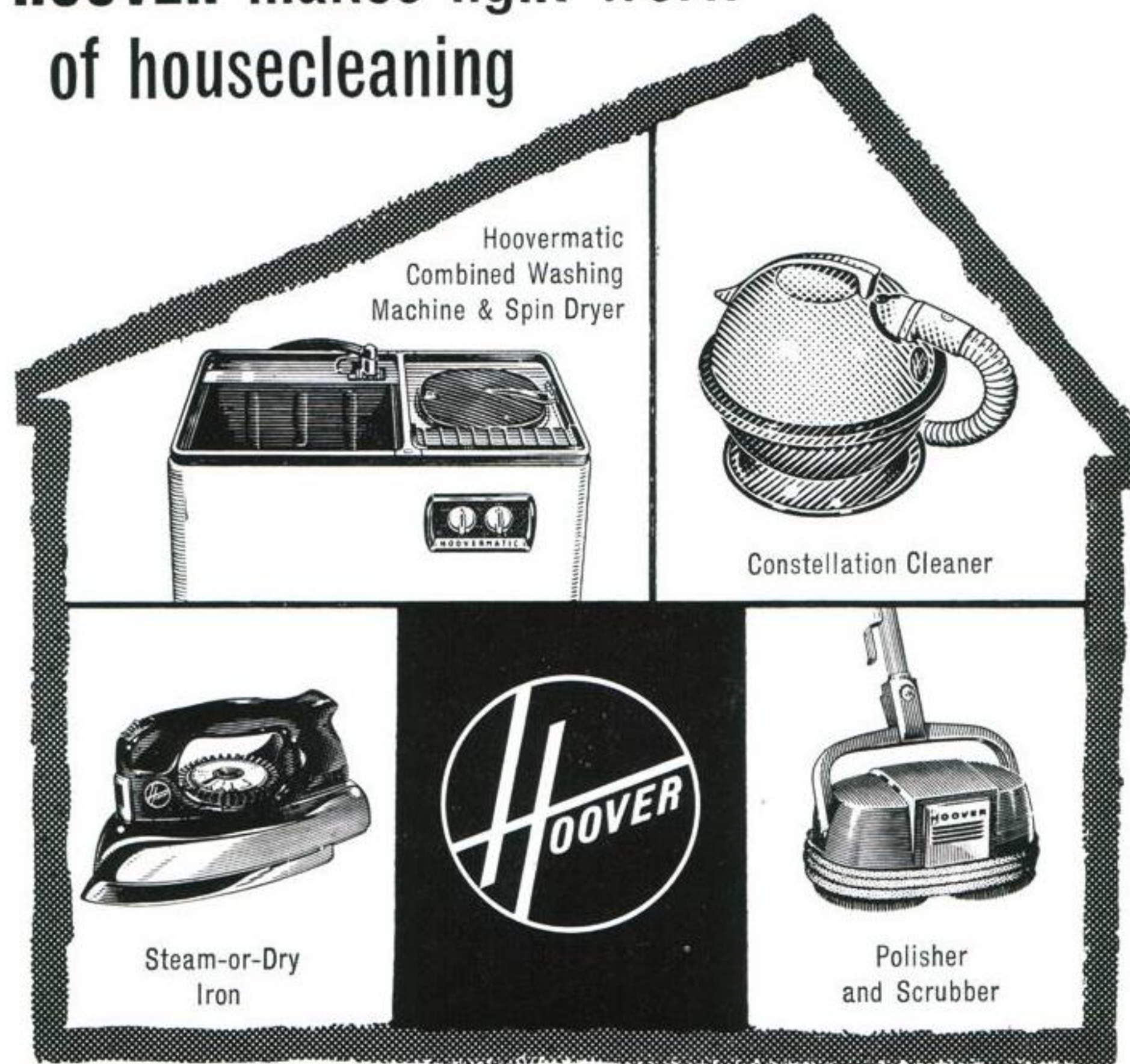
## PROSPECT FOR CANADIAN SATELLITE

Jun 14, at a launching site in Virginia, an American rocket carried aloft a nose cone containing Canadian instruments which will play a large part in the launching of a Canadian satellite early next year.

## PRAISES CANADA

Two young exchange scientists from the Soviet Union who studied in Canada the past year, have returned home, full of praise for Canada and Canadians.

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# The Palatinate and its "Wine Road,"

The Palatinate is a country of wine and woods. One might compare its shape to a bay-window jutting out from Germany towards the west. Here, fertile plains alternate with flourishing vineyards and forest-clad hill regions. Ancient towns, castles and strongholds of historic interest, health resorts and picturesque little villages and towns form a charming pattern of great variety.

Before setting out on a sight-seeing tour to the Palatinate (approximately 40 minutes by car from this Wing) a few words about the history of this regions, which around the first centuries of our era was part of the Roman empire. The old Romans brought the art of winegrowing to the Rhine, and their mountain inn ("Tabernae Montanae") is now the town of Bergzabern.

In the early middle age the Palatinate was the nucleus of imperial power of the Salic (Frankonian) Dynasty and of the Hohenstaufen emperors, who held court at the castle of Trifels. This castle, renovated in old style in 1936, is one of the landmarks of the country. Here the Insignia of the Empire were guarded and, alas, also the emperor's prisoners; the most famous among them was Richard the Lionhearted, who was held in custody here on his return from a Crusade to the Holy Land. Several of the mediaeval emperors were laid to rest in the vaults of the "Kaiserdom" (imperial cathedral) at Speyer which will be 900 years old this summer. During the past centuries it was the scene of many wars (Peasant's Wars, Predatory War, Succession War etc. — up to the first and second World Wars) leaving many historical sites in ruins. Until the end of the World War I it belonged to the Kingdom of Bavaria and was then incorporated in the "German Reich".

The Palatinate of today is known as a province of the German Federation "Rheinland-Pfalz" and can boast of some superlatives: its "Pfalzer Wald" (Palatinate Forest) is one of the largest unbroken tracts of forest in West-Germany; its wine growing area is the largest in Germany, producing approximately 1 million hectolitres of wine per year; in September of every year it celebrates the "greatest wine festival of the world" the so-called "Durkheimer Wurstmarkt" (literal translation: Sausage Market) at Bad Durkheim.

The southern part of the Palatinate is the "Wasgau". Here Wintersdorf Bridge or Plittersdorf Ferry, through Alsace to Wissembourg (alternate route: Karlsruhe-Worth-Landau) entering the Palatinate and its wine road near Schweigen through the "Wine Gate". Next to the gate there is a "gasthaus" where one can get the first taste of local wine. The vintagers of Schweigen grow their famous local "Tokayer" on the slopes of the Alsatian mountains just across the border.

The southern part of the Palatinate is the "Wasgau". Here one finds fantastic rock formations, rock strongholds of old

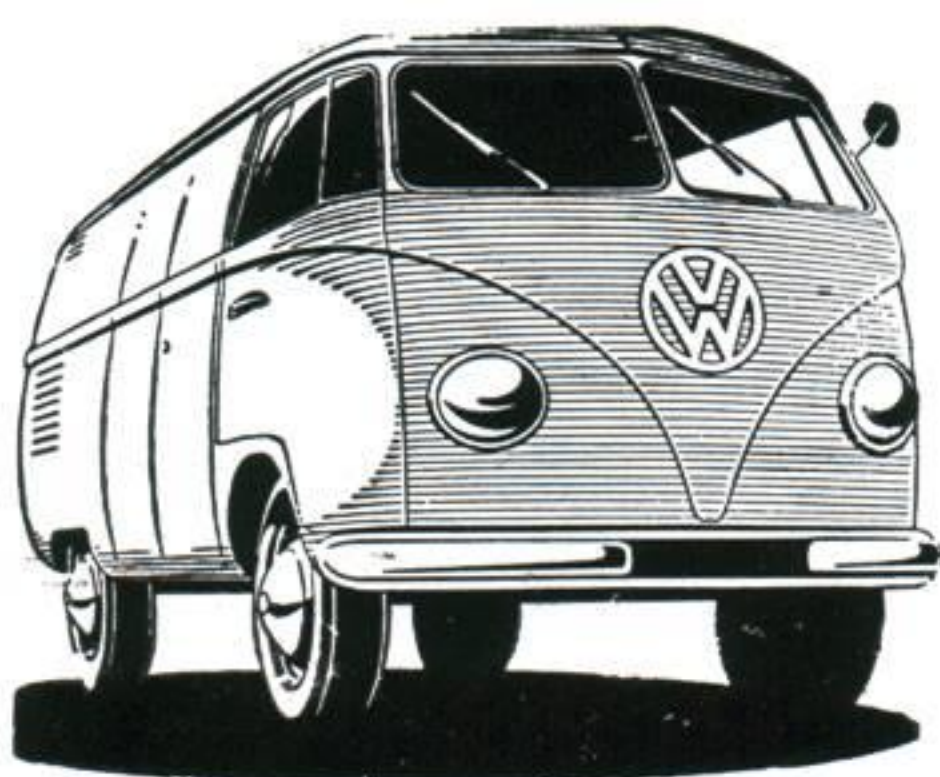
ages, castles, dreamy little villages in frame work style, trout streams — a quite romantic area that harbours many beauties off the main road.

To those who like to travel "off the beaten tracks" the following tour is recommended: At Wissembourg swing left to the border crossing of Weiler, follow the road to Germanshof—Bobenthal—Schlettenbach; turn right to Erlenbach where you will find two castles "Alt Frankreich" and the rebuilt castle of "Berwartstein". From there follow the road to Busenberg (castle ruins of "Drachenfels") and Dahn, a nice little town with interesting rock formations and castles nearby. From Dahn you proceed to Hinterweidenthal and turn onto Highway No. 10 (Direction Landau). If you want to get a swim, turn to the right before getting to Weidenthal, to the "Rohrwoog" lake. Follow highway No. 10 where you will see at your left the castles "Falkenburg" and "Willgardisburg" (ruins). At Annweiler, turn right to the famous castle complex of Trifels — on Sunday you are likely to run into a big crowd of sightseers there. From Annweiler it is only a short distance to the wine road.

This "German Wine Road", extends over a distance of approximately 80 kms along the foothills of the Palatinate Forest in south-north direction, through 35 wine producing towns and villages and, once you cross the border near Schweigen, the vineyards will never be out of your sight until you come to the northern end, at Bockenheim. Take your time while driving on the wine road, you will find many attractive sights everywhere and gasthause galore!

Bergzabern, some kms north of the wine-gate of Schweigen, is a nice town with an old castle and a modern "Kurgarten". The road goes on through more wine-villages and resort places like Klingenstein, Leinsweiler (famous gasthaus is the "Leinsweiler Hof") Edenkoben, St. Martin, Hambach, where light table wines are grown. The town of Neustadt is the wine trading centre of local wines and has many wine cellars where the wines are stored. Here the "German Wine Queen" is elected every year at a pageant "wine festival".

The section of the wine road beyond Neustadt is called "the heart of the wine road", and the exquisite wines grown in this area are well known to wine connoisseurs, like the Gimmeldinger "Meerspinne", Ruppertsberger "Reiterpfad", Deidesheimer "Herrgottsacker", Wachenheimer "Goldbachel", Durkheimer "Spielberg" (whereby the first word gives the name of the community and the one in quotation the special plots, where the grapes are cultivated. The "natives" of this area claim that near the many famous wine-taverns and inns the automobiles will mechanically stop, just like the horses of a good coachman in former times!

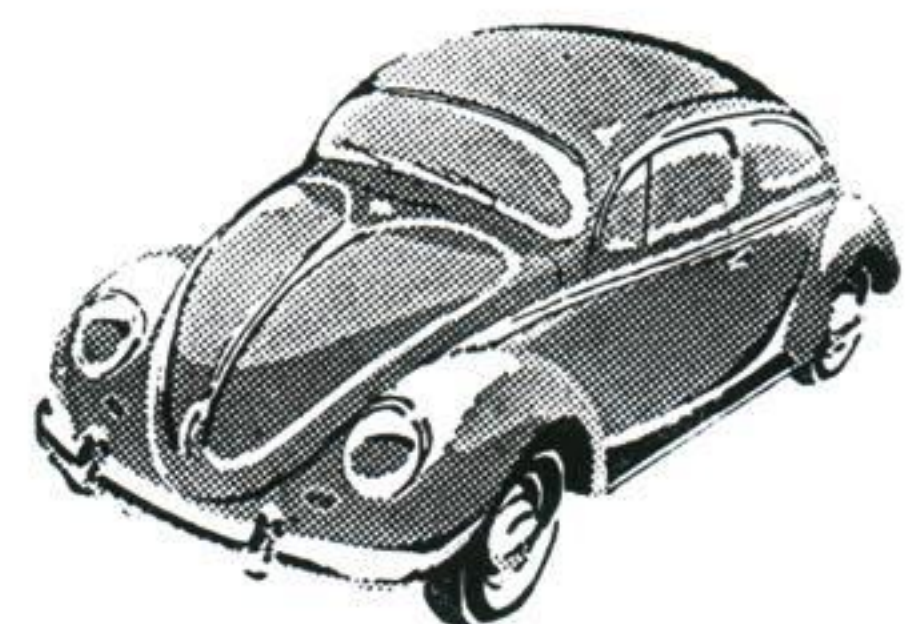


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Bad Durkheim has already been mentioned as holding the "greatest wine festival of them all", but besides, it is also a famous spa (salt-water springs). Nearby on a hill are the remains of Limburg castle, the ancestral home of the Salic emperors.

Further north, another series of wine-villages follow Freinsheim, Herxheim and some more "heims". Somewhat off the main road you will see on the left a village, perched on a hill, named Neuleiningen, which is worthwhile seeing; it is an ancient settlement around a castle, in well preserved mediaeval style, built by an old noble family, the counts of Leiningen.

We are nearing the end- or the beginning of the Wine road, at the wine-community of Bockenheim, just a few kilometres from the Mannheim-Kaiserslautern Autobahn, which is the quickest route to get back to Soellingen.

In the wine-growing areas you will certainly notice statues of an old man with grapes in his hands — this is either St. Urban, the patron saint of the vintagers, who played an important role in the middle ages, or St. Ciriakus, another "wine-saint", who seems to have dethroned St. Urban in some regions. If you want to know something more about the art and history of wine growing, visit the "Wine-Museum" in Speyer.

In closing the report, something should be said about the local population, the "Pfalzer". They are fun-loving, hilarious people, working hard, but taking every opportunity to celebrate all kind of festivals, beginning in spring with the "Almond Blossom Festival", followed by other events depicting old traditions, folklore and history — coming to a climax during the vintage season with wine festivals all over the country.

You will find announcements of these special events in your Recreation News.

## Travel Tips



You don't have to be a Finnegan or an O'Shea to feel at home in Ireland, and if you are Canadian you're in like Flynn.

This is the "Old Sod", where just about every English-speaking person anywhere in the world can trace some ancestral connection, and where every other localite you meet boasts of blood relationship with a man called John Fitzgerald Kennedy.

The average Irishman has little in the way of worldly possessions, but his heart's as big as the Blarney stone. It is his forthright display of genuine friendliness that impresses the first-time visitor as much as the unspoiled beauties for which the Emerald Isle is famous.

### No Delay in Customs

Hospitality begins on your arrival in Ireland where immigration authorities have dispensed with the passport stamp and smiling customs officers hurry you through with cursory baggage inspection and minimal questioning.

And unlike most other world capitals, Dublin greets its visitors with respect and dignity — no matter if you check into the Gresham (the city's principal hotel) or into one of the many lower-priced commercial hostleries which specialize in "bed and breakfast."

You'll not likely want to hurry out of Dublin, for there's plenty here to capture your interest. Its history, for example,

can be traced as far back as Claudius Ptolemy, the Greek mathematician, astronomer and geographer, whose writings in A.D. 140 describes it at length. St. Patrick came here in 448 to convert the inhabitants to Christianity. And four centuries later came the Norse sea rovers to establish a Viking fortress.

It's a city of stately churches and medieval buildings, colleges and cultural centres, museums and parks, and some of the tallest monuments to be found anywhere in the world. There are modern theatres, an 80,000-seat stadium, golf courses and race-tracks, slot-machine emporiums, and scores and scores of pubs where foamy black stout, the drink of the land, is served up in imperial pint glasses.

### Easy-to-Follow Roads

Dublin is the ideal starting point for a country-wide tour, and the place to spend a few days before heading out to the famous resort areas. There are organized bus and rail tours, and a leisurely trip in a car will carry you over good, well sign-posted highways to all the interesting places in the matter of 10 days to two weeks.

Easily reached in a one-day drive from Dublin is Galway on the Atlantic coast, a trip that takes you through the very heart of Ireland to one of the most ruggedly beautiful regions in all Europe. Drive along its rocky coast road and you'll see Ireland as it looked in ancient times—whitewashed stone houses with thatch roofs and piles of peat neatly stacked alongside to fuel their open fireplaces.

Drive slowly at every bend on this highway, however, because all the traffic on it isn't exactly vehicular. Now and then you'll meet a docile cow, a tired horse or a stubborn mule standing squarely in the middle of the pavement — and they're impervious to car horns.

In fact, all through rural Ireland you're bound to encounter delays caused by farmers driving their cattle and sheep along the road from one pasture field to another. Simply slow down and don't get angry — your patience will be rewarded by a friendly smile and a tip of the hat from the farmer.

Unless you've set a tight schedule for yourself to meet reservation commitments, your drive through Ireland should be unhurried to be enjoyed. Drive off the main highway and visit a pastoral village. Have lunch at the local inn, or visit a pub. A chat with the barkeep and some of his regulars can be an enriching experience. Besides, a pubkeeper is the most knowledgeable person to inquire about good eating places, overnight stays, local geography and the mileage to the next town.

Killarney is nearly twice the distance as Galway is to Dublin and too long a stretch for one-day drive from the national capital. It's a long way even to Tipperary, but this city could be a stopover point.

From Tipperary it's only a few hours' drive to Cork — Ireland's second largest city — and from there it's but a short haul to Killarney and its famous lake country. The Killarney district is geared for tourist trade and there's any amount of accommodations from which to choose.

Killarney is Ireland's piece de resistance, and is famous throughout the world — no other country in the republic can match its breath-taking beauty. It is also one of the country's most ancient regions, with ruins of castles and abbeys built many centuries ago still standing for tourists to explore.

### Rivals Killarney

Another region that attracts the sightseer from abroad is Sligo, the most important town in northwest Ireland. Many travellers claim this district closely rivals the beauty of Killarney. Here, too, can be seen the remnants of ancient architecture and, like Dublin, Viking pirates figured in its history.

In all, there are 26 counties within the Irish Republic (six more are in the north as part of the U.K.), and in at least 16 of these there's a different quality in the landscape, giving the illusion of visiting several countries in one in the shortest possible time.

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A romantic melodrama based on John O'Hara's novel. Finely photographed in CinemaScope and Metrocolor, it's about an attractive New York model who, seduced at an early age, makes men her hobby. The film which won Elizabeth Taylor the 1961 Academy Award as the best actress of the year it is an engrossing and intriguing story for adults only.

## 🌿 JULY ATTRACTIONS 🌿

**Sun, 16th. & Mon, 17th. "FIVE GOLDEN HOURS"** starring Ernie Kovacs, Cyd Charisse and George Sanders is an off-beat comedy covering professional mourner's mis-adventures while playing the market and exploiting "dames". (U)

**Tue, 18th. "TASTE OF FEAR"** starring Susan Strasberg, Ronald Lewis and Ann Todd is a mystery melodrama with a Riviera background that tells how a seemingly crippled girl outwits devilish fortune hunters. (X) Adults only.

**Wed, 19th. - Childrens Matinee - "MR. MUGGS RIDES AGAIN"** starring The East Side Kids plus "TWICE TWO". A Laurel and Hardy comedy.

**Wed, 19th. & Thu, 20th. "BUTTERFIELD 8"** a sex melodrama which won the 1961 Academy Award for Elizabeth Taylor is the recommended film of the month. (X)

**Fri, 21st. & Sat, 22nd. "G. I. BLUES"** starring Elvis Presley, Juliet Prowse and Robert Ivers is a Technicolor comedy unfolded in West Germany and covers the romance between a G. I. warbler and an attractive dancer. (U)

**Sun, 23rd. & Mon, 24th. "THE LAST DAYS OF POMPEII"** is a mammoth Supertotalscope and Eastman Color spectacle starring Steve Reeves, Christina Kauffman and Anne Marie Baumann. It describes a Roman Centurion's battle against marauders in ill-fated Pompeii. (A)

**Tue, 25th. "THE SIEGE OF SIDNEY STREET"** featuring Donald Sinden, Nicole Berger and Peter Wyngarde is a Dyaliscope gangster melodrama vividly recreating the events leading to the spectacular round up of Russian anarchists in 1911 London. (A)

**Wed, 26th. - Childrens Matinee - "FLYING WHEELS"** starring Frankie Darro plus "ANY OLD PORT". A Laurel and Hardy comedy.

**Wed, 26th. & Thu, 27th. "I AIM AT THE STARS"** starring Curd Jürgens, Victoria Shaw and Herbert Lom is a semi-

documentary "space" melodrama cast in the biographical mould about Wernher von Braun, inventor of the V-2 rocket and now America's missile expert. (U)

**Fri, 28th. "TOM & JERRY ANNIVERSARY PROGRAMME"** is a full length programme of Academy Award winning cartoons and selected shorts of interest and comedy. (U)

**Sat, 29th. "THE LAST POSSE"** starring Broderick Crawford and John Derek is a rugged western unfolded against grim yet impressive backgrounds, plus "TREASURE OF KALIFA" starring Rod Cameron and Tab Hunter. An adventure melodrama. (U)

**Sun, 30th. & Mon, 31st. "THE GREAT IMPOSTER"** starring Tony Curtis, Joan Blackman and Karl Malden is a "stranger than fiction" comedy melodrama illustrating highlights in the fabulous career of America's greatest imposter. (U)

**Tue, 1st. Aug. "I WANT TO LIVE"** starring Susan Hayward, Simon Oakland and Theodore Bikel is a real life trial and death cell melodrama that vividly recalls the sensational case history of Barbara Graham. The film that won Susan Hayward the Oscar for the best actress of 1959. (X)

**Wed, 2nd. - Childrens Matinee - "SMART BOYS"** starring The East Side Kids plus "LIVE GHOSTS". A Laurel and Hardy comedy.

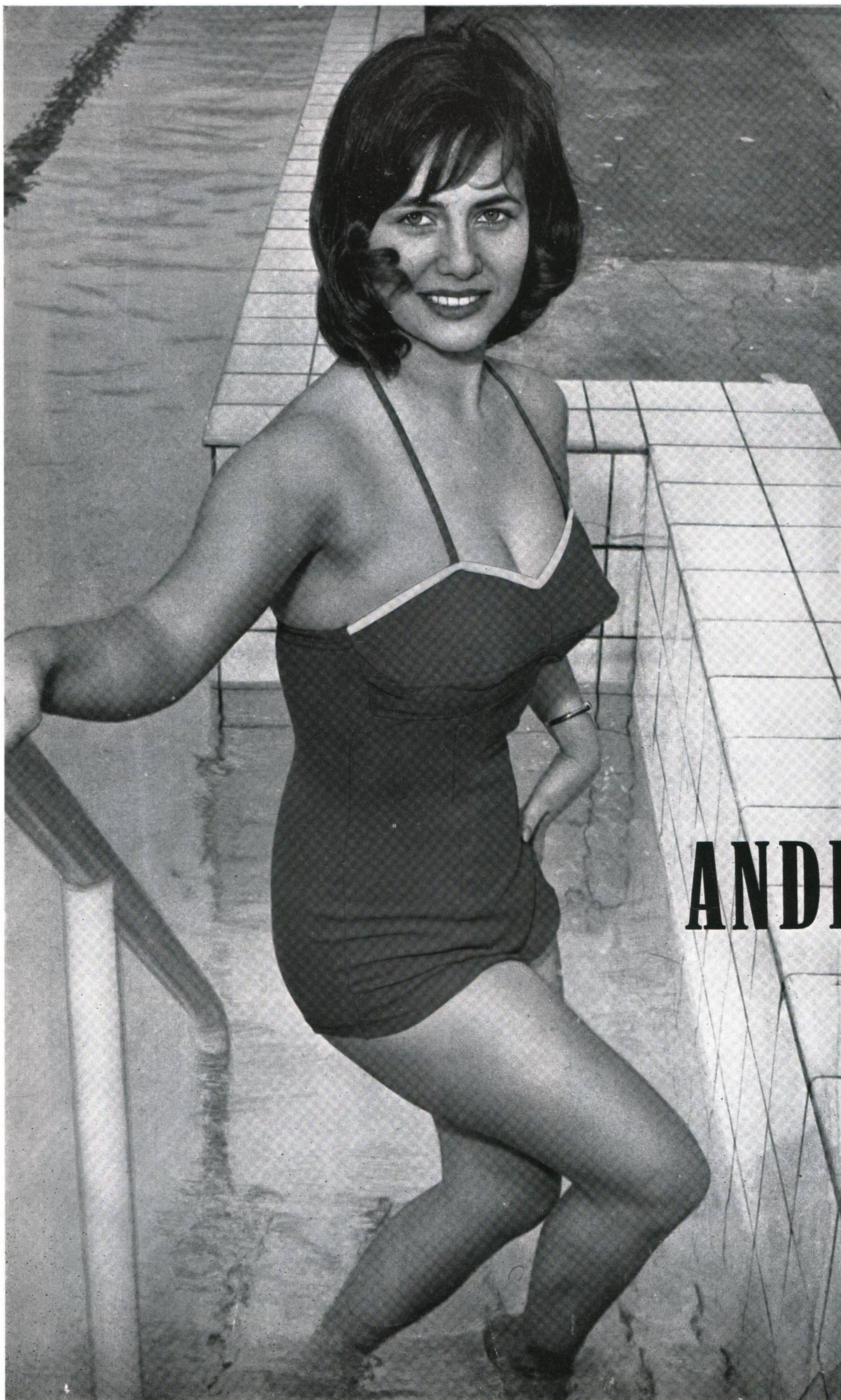
**Wed, 2nd. & Thu, 3rd. "ESTHER AND THE KING"** is a CinemaScope and Technicolor biblical spectacle starring Joan Collins, Richard Egan and Denis O'Dea. (A)

**Fri, 4th. "FURY AT SMUGGLERS BAY"** starring Peter Cushing, Michele Mercier and John Fraser is a Panascope and Eastman Color swashbuckling melodrama describing exploits of bold and bad Cornish Smugglers. (U)

**Sat, 5th. "I'M ALL RIGHT JACK"** starring Jan Carmichael, Peter Sellers and Terry Thomas is a broad up-to-the-minute satirical comedy. (U)

Your Flieger:

"GIRL OF THE MONTH"



# LEIF ANDERSEN

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after a country wide  
contest in Denmark.  
She is the pet of  
419 Sqn. Measurements  
35", 22", 34".*

# Sports and RECREATION

## 4 (F) Wing Hosts Air Division

4 (F) Wing was the sight of the Annual Air Division Track and Field Meet which was held on 24 June. Over 100 Athletes from the four Wings, Air Div Hqts, and 30 AMB Langar competed, with 3 (F) Wing retaining the team championship by the narrowest of margins over a fighting aggregation from 1 (F) Wing. 4 (F) Wing finished in 4th position, paced by the sterling performance of Bill Turchan who won the Shot Put and Discus events. Bob Quinlan also placed well with a 2nd in the 220 and 3rd in the 100 yds. Individual honours for the Meet, however, went to 1 (F) Wing's LAC and Mrs. Berry who copped the individual High Aggregate Trophies.



LAC Berry of 1 (F) Wing clears the bar easily in the High Jump. Berry later cleared 5 ft. 6 in. to place 2nd in this event.



F/O Jeary of 3 (F) Wing is seen sneaking over the bar in the Pole Vault event at a height of 10 ft. 4 in. Jeary won this event.



Miss Davies of 3 (F) Wing, in white T Shirt, is seen crossing the finishing line in a heat of the Ladies 60 yards. Miss Davies also won the 60 yards final in the record time of 7.9 secs.



LAC Dyer of 4 (F) Wing heaves the Javelin as Cpl Blackie Edwards of Langar looks on. Dyer's throw was good for 4th position in this event.



# ion Track and Field Meet



W/C Roussell is seen congratulating LAC Bob Quinlan following his 3rd place finish in the Men's 220 yds.



F/O Ted Hessel, Manager of the 3 (F) Wing Team receives the Team Championship Trophy from W/C Roussell. This was the seventh year in a row that 3 (F) Wing have taken home the silverware.



Mrs. Berry of the 1 (F) Wing Team is seen receiving the Ladies High Aggregate trophy from W/C Roussell. Like her husband Mrs. Berry won two firsts and a second to spark the 1 (F) Wing team.



LAC Berry of 1 (F) Wing receives the Men's Individual High Aggregate Trophy from W/C Roussell, the incoming OC of 444 Sqn. Berry won two firsts and a second during the competition.



PLAYER'S



## PMQ WADING POOL

The PMQ Wading Pool opened with a "Bang" on Friday 30 June. To those who wondered why it wasn't open earlier there are any number of technical reasons that could be listed but the main one was to give the grass a fair chance before it was subjected to the "thundering herd". Our technical snags were of a very minor nature and are now all ironed out.

We hope by the time you read this that we have something installed for the convenience of the mothers in the line of seats and shade etc.

It is again stressed that the supervisors on duty are NOT qualified life guards but are considered of a high calibre in their ability to handle children and it is felt your children will receive the best of care while at the pool.

One other important factor is the age limit. This has been set at a maximum of 7 years. It has been found that by allowing older children in the pool that the prime purpose of the



pool would be destroyed and that purpose is to provide water facilities for the children who are too young to use the station swimming pool. Your co-operation is asked in this respect.

Over the 1st July long, hot weekend the writer made numerous trips to the pool and if the amount of laughter and happy faces observed was any indication of the enjoyment the children were having then all parents would agree that this investment will prove to be more than worth while.

Many comments from parents were overheard, "this is definitely the answer for the kids".

We would like to remind parents this pool is not an organized babysitting club and parents are once again asked to enforce the age limits of those attending.

HAPPY WADING

## SCOUT LEADERSHIP TRAINING

Scout Leaders from the RCAF Air Division, the Canadian Army and the American Army gathered recently in the St. Avold Forest, France, for formal leadership training. The seven day Camp was headed by Mr. Charles B. Stafford, Assistant Executive Commissioner for Training, Boy Scouts of Canada, Ottawa. The event was hosted by the 2nd Maple Leaf District, Gros Tenquin.



Left to right: F/L Fred Ludlam, S/L Fred Stephens, Charles Stafford, Capt. Hartley Johnston and F/L Ron Hawkins

The Course is the second part of a three part training program designed to provide an advanced form of training in Boy Scout Leadership. Part one is comprised of a correspondence course dealing largely with theory; part two is an extensive course in practical Scouting and is held in camp. The third phase is satisfactory application of the skills learned, for a specified period of time. Candidates who successfully complete the entire program are then presented the Wood Badge. This consists of two wooden beads on a leather thong and is worn around the neck. The beads are replicas of those given to the founder, Baden-Powell of Gilwell, by a Zulu chieftan during the former's South African adventures. Holders of the Wood Badge also become members of the 1st Gilwell Park Group and wear a distinctive neckerchief.

The practical portion of the Wood Badge training is fairly rugged by design and includes a wide variety of practical woodcraft skills, ropework and pioneering as well as academic studies. Since the Course is held in Camp there is also the regular duties of the camp to attend and thus Scouters have an excellent opportunity to "learn by doing".

4 Wing was very ably represented by Scouters Jack Hamm and Bob McNeilly. These Scouters acquitted themselves well and successfully completed the Course. Scouter Jack Weiler and District Commissioner Markham were also on hand to

# AUTO-Viebig

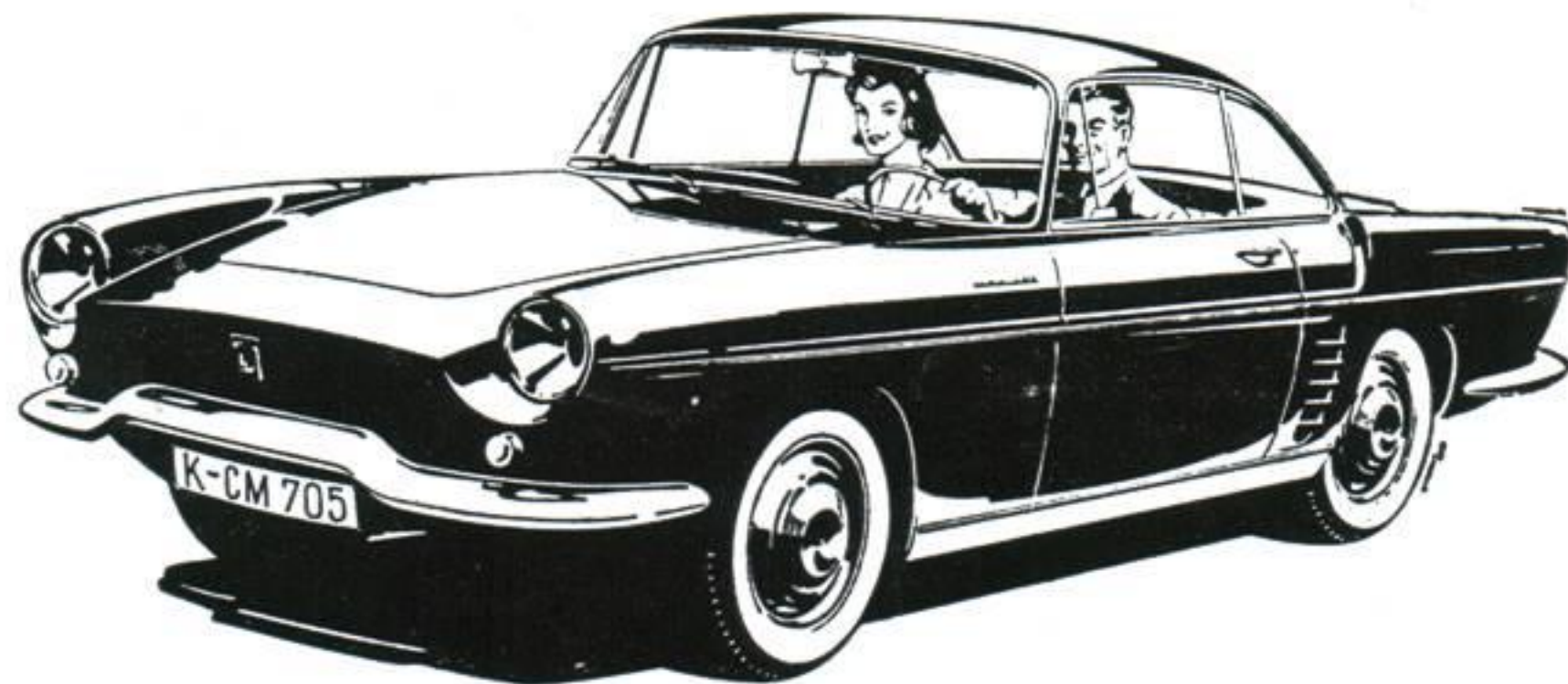
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#### PATROL CAMPSITE

*Capt. A. Macrae, Black Watch takes a compass sitting while Bert Nevers, Canadian Gards and R. Woodall, Queens Rifles look on*

give assistance to the Course Leaders. Jack's "piece de resistance" was a thirty pound rib roast of beef that he cooked to perfection over an open fire. For the cooks amongst our readers — allow 15 minutes per pound and baste frequently.

In addition to Mr. Stafford, the leaders were A/ Regional Commissioners Ron Hawkins, 4 Wing; Fred Stephens, 3 Wing; Red Patch Regional Commissioner Hartley Johnston, Soest; and District Commissioner Fred Ludlam, 2 Wing.



It was a double pleasure to have with us two identical (I'm Merle, Malcolm is an inch taller) twin brothers from the US Army at Etain, France. The Trott brothers have participated in several of our Courses this year, to our mutual benefit.

The course was a very wet and cold success with fine spirit shown throughout. This was the first of its kind to be held outside Canada but its success has prompted plans for similar Courses in the future.



#### OVERNIGHT HIKE

*Sgt. G. Redmond, Black Watch, PFC Merle or Malcolm Trott and Sgt. Joe Lachance, Signal Corps show they are "Prepared"; Sgt. Harvey, 3 Wing turns his back on the whole affair.*

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# Touring our Flugplatz



419



SQN

F/O M. A. Clark

June!!

What a month!!

It started off with the typical lousy weather we expect, then turned, miraculously, into a sun-worshippers delight — note the brown PMQ fraus.

Not only did **they** take advantage of old sol, but also did our intrepid marching friends — J.B. et al — who formed this year's "WAMAD" Club. (WAMAD — Walk-A-Mile-And-Dig). Apparently they are no kin to the groundhog, 'cause they never came up to see their shadows, and so missed the exciting snap of whip which waited happily for them in the hands of our British friends (without the "r"). Closer to home, and in the better part of the month, F/O "Pooz" Clark will perhaps remember, and it is doubtful, his monumental stand and retreat in the company of F/O "Skinny" Bernard, at a certain bridge. The stand was five minutes, and led to the sit-down — a construction retreat which proved more conducive to the pleasanter arts.

And speaking of art, an aftermath of the Aalborg Incident appeared in the form of a red-haired Mrs. and her husband — Ickie and Dora Nielson — plus friend — Olea Olsen — who were returning the visit from their Northern home. Leaving the husband and friend and concentrating on the Mrs., male residents' eyes widened when the lovely lady ventured outside while the eyes of most of the female PMQ dwellers seemed to narrow and change colour just a trifle. The visit of our Danish friends was a complete success in every way, and we can only hope that our hospitality even matched theirs.

The Squadron received a shock during the month with news of the loss of F/O Ken Burnham in an air accident near Calgary. F/O Burnham served with 419 in Europe for over two years, and had just recently left the Squadron. The sympathy of all 419 Members is extended to Mrs. Mary Burnham during her bereavement.

Squadron Members said "Goodbye" to F/O John Hundt, and at the same time "Hello" to two of the new members pictured in last month's "Flieger" — F/O Barry Nelson and F/O Brian Black. What with the object of the initiations, they might as well be saying "Goodbye" to the two "newies", too; at least for a few hours. F/O Hundt is going all the way over to Wing Instrument Flight, after over two years of faithful service to Bruce. Good luck, Schultz, and may all your problems be instrumental.

The Squadron Baseball Team are hard at it again, and number one game is in the win column with the Moosemen wiring Telecom 15-2.

Bell Telephone are contemplating borrowing F/O Bob Mac-William from the Squadron. Seems their Board of Directors

found he was one of those rare persons who, having once heard a telephone voice, never forgot it; the voice that is!

With the prospects of leave upon us, a little ditty was circling the Flugplatz:

Leave is here, but money isn't.

"Where to get it?", someone hollers.

Just down the road, toward 419,

I know where there is 26 Dollars.

422



Sqn

F/O's Wesch and Little

This is the month of — Uh — At any rate, 422 played host to the R.A.F. Hunter squadron (No. 14) from Jever early this month, during which time Amphogel and 217's were consumed extensively. The R.A.F. boys retaliated with a PIMMS party the night before leaving, and more Amphogel and 217's followed.

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A young, blonde haired, blue eyed, upstanding, red-blooded, Canadian youth type individual from the squadron was picked as a spare for the Air-Cent shoot being held in Holland the last week in June. The best of shooter's luck, Brooksy boy. Larry Best was forcefully driven from the squadron after his episode with the German Forestry, but threatens to ship a ready made totem pole to 422 from Canada after completing the FWI Course. This undoubtedly will cost Ray Stead a few pennies.



After a long, hard fight, Bill Jupp attained his 1000th Sabre hour. Congrats "B.J.", and we hope the coffee boils well for you in A.F.H.Q.



S/L Hallowell, ex Red Knight (and other assorted names) is our new Deputy OC, and may be seen in faultless form below. He is at present undergoing a painful week with the S.M.U. until he moves into a new house.



S/L C. R. Hallowell

Another new addition to 422 arrived in the form of a bouncing 8 lb. 12 oz. boy to proud parents Merv. and Marj Wren Congratulations, you two; the Wren name will carry on, by George!

Cheers for June people, but before leaving, all the best to Cecil the Worm in Sardinia. Good shooting, men.

444



SQN

F/O's Glen &amp; Armstrong



S/L L.E. Spurr

F/O J. Currie



W/C T.L.A. Roussell

Well here is Triple Fours last article before we head for the warm Mediterranean sun. Undoubtedly you have noticed our clean Swords returning from cine trips and everyone here is "quietly confident" that we will come up with the desired results.

444 has several newbies who will be accompanying us down south. Heading the list is our new O.C. W/C J.L.A. Roussell who is back in Europe for his second tour. The Wing Co comes to us from A.D.C. Headquarters where he was with Air-men Postings and Careers. The new "Boss" is married and has one son. We are hoping to see his family over here within a couple of months. The second addition to the "Snake Pit" is

S/L L.E. Spurr who is taking over the post of deputy O.C. The Squadron Leader has just left the "Wheel House" and is back in Europe for his second tour also. Mrs. Spurr and their three children accompanied the 2 I/C.

Last but not least we have another "Pilot" for the squadron, Joseph "Buzz" Currie who is also a second timer for this part of the world. Buzz comes to us fresh from instructing at Portage la Prairie. He is another member of the "Brown Bagger" association and has two kinder.

A very warm welcome is extended to all our newbies and their families. June's social activities started off with a weiner roast down by the Rhine. This year we were prepared for the rain which didn't come. We had a large economy size portable fire that we could have moved under the bridge if any moisture had started to fall. Some of the single members did a fine job of filling themselves in. "Bugs" Tann put forth some new ideas on how the squadron should be run but they were not accepted. Herb Elgie has a new method of putting out fires but it should be kept for stag parties only.

A surprise birthday party for two snakes was our next thrash of the month. Gord James and Doug Dargent were the honoured members and they are now old enough to vote and drink. The party was excellent and thanks to all concerned for arranging it.

Our last and largest social function of the month was the going away party held in honour of some very popular snakes both active and honorary. To our honorary members F/L Gordie Gibson and F/L Dad Harrison we say Aufwieder-sehn. Thanks for your support of the squadron and may your new postings be enjoyable and interesting.

We also bade farewell to the two best squadron leaders in the Air Force. Our chief snake S/L Regan and his wife Billi will be leaving the snake pit in the early part of August for station Moose Jaw. The Cobras are very sorry to see you go Sir and after the speeches that were given at the party we can add nothing.

Our loss number two is S/L Wheler another backbone of the squadron. Our working days or parties will not be the same without Sir Tommy and the inevitable skits that were always happening. S/L Wheler his wife and family are also departing for the Praries to station Portage.

We all hope that sometime in the future our paths may cross and we will have the opportunity to work with you both

We must not forget to mention the excellent skits put on by the Cecelist Players at the farewell party on the lives of both S/L Regan and S/L Wheler.

In closing this month we would like to congratulate Chet Randall on receiving his permanent commission in the R.C.A.F.

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## MSE EXHAUST FUMES

by J. Blacky Carbon and F. Lackspeed

What is it? No, it isn't a honey wagon. It is a contaminated fuel container used to dump contaminated fuel collected each day during water checks on ref. tenders. This piece of equipment is the brain wave of FS Spinney, stable manager of the octane jockeys, and it is quite a sight each morning to see two of the boys harnessed up to the tow bar and Cpl Frost complete with whip and spurs climb into the driver's seat and drive the boys along from tender to tender collecting water and JP 4 mixed. This safety precaution is taken since Sgt Ward found out that the Sabres having no radiator didn't require any water.



This isn't the only service that Specialized Equipment renders. They have many varied duties to perform, such as station beautification. One such project was the levelling of the Stn dump, a job well done by canvas back Johansen and Piero Lavallee.

Now down to the serious side of life, Births. Helping to increase the population of the Wing and at the same time throwing the recent census out of wack. We have Lac's Grant, Stevens, Thibault, and Colborne being presented with baby girls by their wives. While Cpl Stew Anderson's wife came up with a baby boy. Let's have those cigars, boys. Congratulations to all concerned.

This month we say Good-bye to FS Spinney who leaves for Rockcliffe after a busy, successful 4 years at the Wing. Cpl Coughlin leaves for Trenton after being beat out of a transfer to Goose Bay. Lac Lou Parps, the man with the pipe, is getting closer to home (Hamilton) as he is transferred to Downsview. Best of luck to you boys and your families at your new units.

Recently WO1 Ing completed his 30th year in the RCAF. On this occasion we at the MSE held an informal get-together at which he was presented with a clock by F/O Nursey on behalf of the section, in appreciation for his loyalty and guidance through the years.

## TELECOM TIDBITS

by HAL

Well, people, here it is Flieger time again and yours truly has been caught literally napping.

June, they tell me, is the month of the brides. This month Telecom has attempted to prove this by marrying off two of their personnel.

To Don and Helga Claggett we extend our sincere hope that you have a long and happy married life. To Frank and Helen LaBonte go best wishes and sincere hopes that they will find life an easy and wonderful road to travel on together.

I know this is a time-worn saying but from Telecom to both you lucky couples we send this little message — "May all your troubles be little ones."

Telecom was well represented in 4 (F) Wing's track and field team but this didn't seem to help too much. 4 Wing came in fourth in a field of six. 3 Wing and 1 Wing once again fought it out for first place right down to the last event. 3 Wing won the 1 mile relay thus winning 1st place. 1 Wing came a very close second with Air Division capturing third.

This month we had our quarterly section PMC safety check and it turned out very good indeed.

Welcome back from the Riviera Doreen and Taffy. I hope that you had a very enjoyable leave. I wish I had been able to go also. Oh well there's next year I suppose.

Well, it seems we have several more people obtaining cars in our section Mike Shaw is now seen "bombin" around in a 57 MG sports car. One of our big boys in the section has gone small time with "Blue Beetle". From a 56 Ford station wagon to a Volks is quite a change isn't it Sam?

This certainly isn't much of an article but then there just isn't very much news from over our way these days. Well, I must sign off for now but will be seeing you next month.

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**WING INSTRUMENT**

First of all we would like to welcome a new member to our Section in the person of LAC Fixter. He has just arrived from Stn. Cold Lake.

Well the Punter is quite happy now that we have to wear our new hats. By the time this comes out Punter will be down in the land of sunshine getting in lots of skin-diving, and Cpl Lyka will also be going along to keep old Cecil flying.

Bill Brown seems quite happy with his new car, new to him anyway, and with white walls yet. It sure is great what a little bit of grease will do for those odd noises isn't it Bill!!

We had a 100% in our last trade board with Peter Elster getting his Group 2, and Al Johnson getting his 3A. Congratulations boys, when are you buying the beer?

Old McIntyre seems a bit sleepy these mornings, seems he is not used to getting up at 5 o'clock in the morning. Congratulations on your new addition Mac, but where are the cigars??

Well that's about it for this month, and maybe by this time next month the Punter might have his fünf marks back from Mike!

**DO'S AND DONT'S IN GERMANY**

Many Canadians are puzzled by German manners and customs. For instance, some wonder whatever happened to "Ladies first", when they see that men precede ladies in entering a restaurant, a bar or any public place. Well, this rule intends that the escort first checks what kind of locality it is and whether it is fit for a lady to enter. He also leads the way to a table he considers suitable and turns to ask her approval. She can either suggest another table or agree with his choice.

**Robbery????**

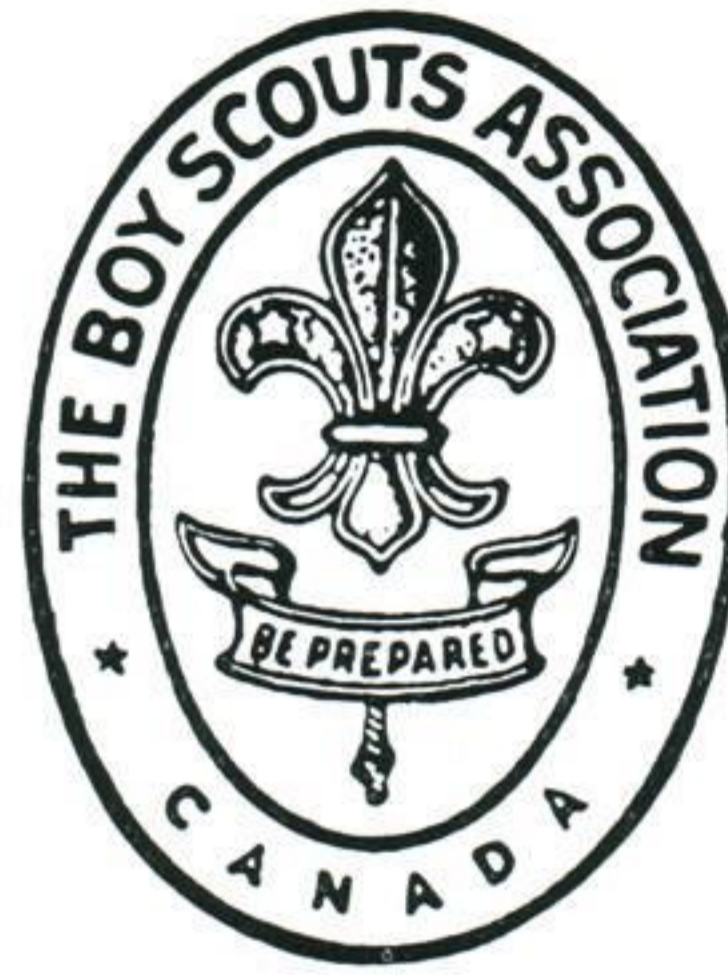
A Montreal Police Sergeant reports that he received a complaint over the phone from a man reporting the theft of his automobile's steering wheel, dashboard, and the brake, gas and clutch pedals.

"How's that again?" asked the Sergeant.

The man repeated the list of vanished parts, and the Sergeant said he'd investigate. A moment later the phone rang again. The voice said, with a distinct "Hic", that the police need not bother. He'd got into the back seat of his car by mistake.



**R. C. A. F.**



**Boy Scouts**

4th BLACK FOREST

BEAVER PACK

As the three existing Packs were overcrowded, Beaver Pack was formed in April this year, taking Cubs and Leaders from the other Packs. First Cubs to belong to Beaver were Stuart Bridgeman, Michael Connolly, Darrell England, Roy Everett, Danny Deloughery, Ivan Gagne, Chris Lalonde, Jimmy Turner, Leonard Wenzel, Timothy Woodcock and Stephen Syme. The leaders chosen for Beaver Pack were Scouters Ryer, Ludlow and Everett.

As it was not possible to use the School Gym, the Pack met in the Old Rec Hall on the Wing, where the Eager Beavers put in a lot of hard work on their Cubbing. Promotions were given to the Cubs most deserving them - Chris Lalonde being made a Sixer, Danny Deloughery, Darrel England and Kenneth Milne being made Seconders.

The Cubs have been working hard on their badge work and Star Tests. Chris Lalonde and Danny Deloughery have passed their Swimmers Tests and have been awarded their badges. Danny has also been awarded his 1st Star, having one eye opened, and his first year service star. It is hoped that before long many more of the Cubs will have first one eye open, and then both of them, to say nothing of lots of badges on their arms.

Due to the kind co-operative of many people on the Wing, the Beavers were able to visit the Control Tower, GCA and Flight Simulator at different times. Needless to say all were very thrilled with all they saw and did. Some questions were asked which were not covered in CAPs! Very many thanks to F/Os Steed and Smith, and Sgt Nichols, and their staffs, for the wonderful time given to the Cubs.

Cpl Wiggins spent one evening with us, putting the Beavers through the exercises required to pass some of their Star work. To him also many thanks for valuable assistance.

For their last meeting of the season, Beavers were invited to join Canuck Pack, and a very enjoyable time was had by all, thanks to Akela Scott and his assistants. There will be no more meetings now until September. There are a few vacancies in Beaver Pack for New Chums, or Cubs newly transferred on to the Wing, and no doubt we shall be seeing some new faces in the fall. So till then, Good Hunting All, and a very happy time at Camp at Hundsbad.

**Camping**



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Elesco Sylt	regularly 455.-	now DM 387.-	Camp - cots with canvas covering		34.50
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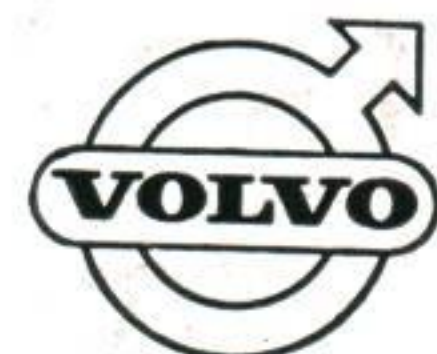
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