

4 (F) WING (RCAF)

Schwarzwald Flieger



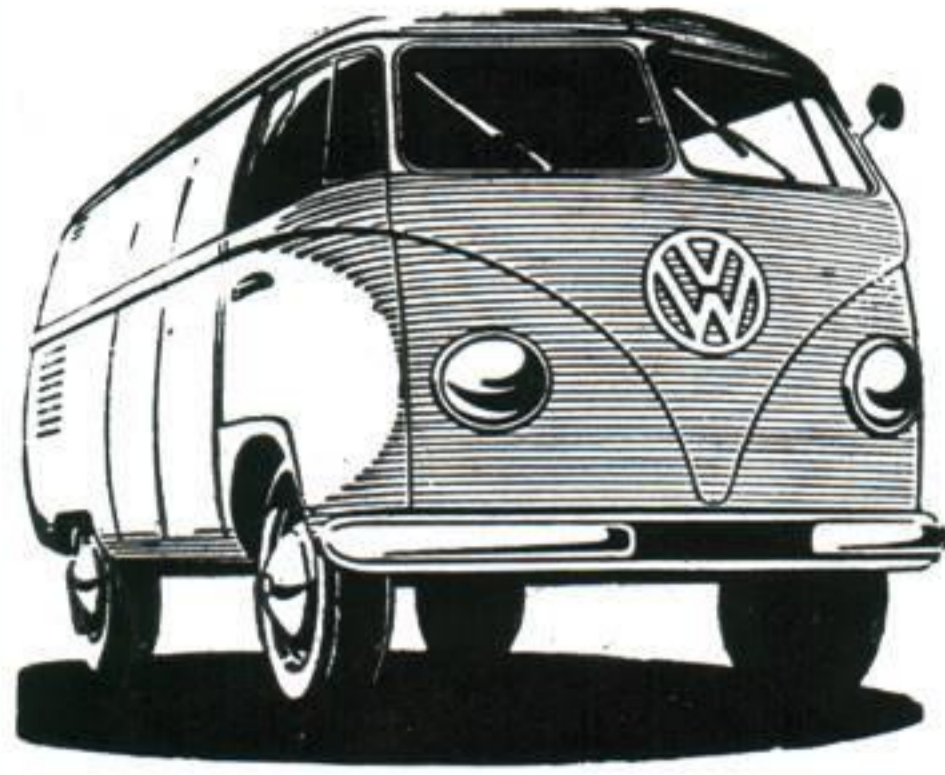
COLOGNE THEATRE AND OPERA

PUBLISHED BY
4 (F) WING RCAF



BADEN - SOELLINGEN
G E R M A N Y

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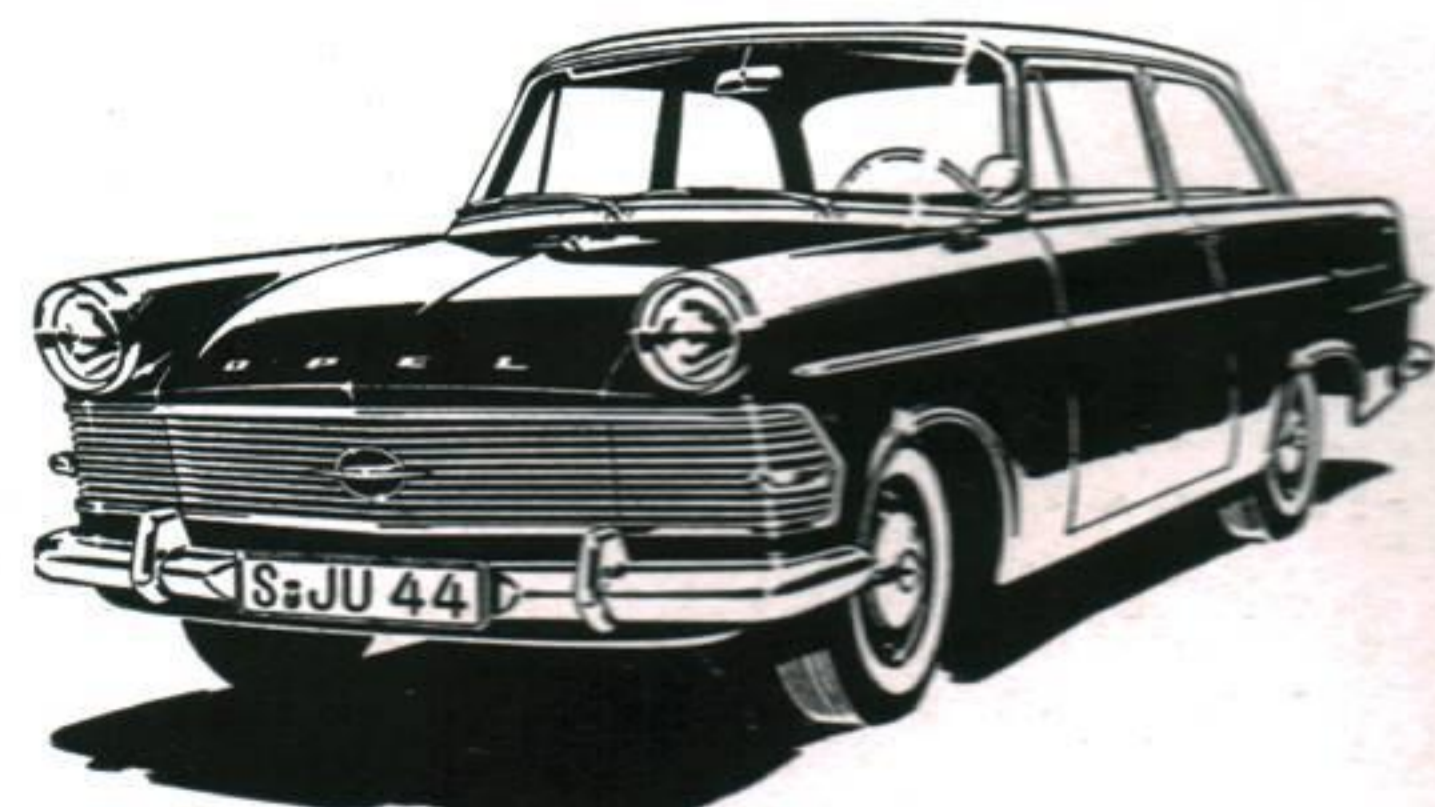
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21st Anniversary for 4(F) Wing

ENTERED IN OUR WING DIARY NEAR THE VERY BEGINNING ARE TWO VERY SIMPLE AND RATHER STARK SENTENCES:

"28 SEP 53 — OFFICIAL HANDING OVER BY FRENCH HIGH COMMISSIONER MONSIEUR ANDRE FRANCOIS PONCET. CANADIAN AMBASSADOR MR. T. C. DAVIS ACCEPTED THE BASE ON BEHALF OF CANADA."

SIMPLE PERHAPS, BUT FULL OF MEANING AND SIGNIFICANCE TO CANADA, THE R. C. A. F., AND TO A GREAT MANY INDIVIDUALS.

TO CANADA IT REPRESENTED ANOTHER MILESTONE IN ITS COURSE OF INTERNATIONAL RELATIONS WITHIN THE FRAMEWORK OF NATO. CANADA MADE ITS COMMITMENTS IN THE CAUSE OF PEACE AND FREEDOM AND, AS A RESULT, 4(F) WING AT BADEN-SOELLINGEN BECAME A LIVING SYMBOL OF OUR COUNTRY'S FOREIGN POLICY.

TO THE RCAF, CHARGED WITH THE RESPONSIBILITY OF EXECUTING OUR GOVERNMENT'S NATO POLICY, THE CREATION OF 4 (F) WING ILLUSTRATED THE FAITH AND TRUST HELD BY THE CANADIAN GOVERNMENT LEADERS IN OUR SERVICE.

TO A GREAT MANY INDIVIDUALS (SERVICEMEN AND DEPENDENTS) A TRANSFER TO 4 (F) WING HAS MEANT THE OPPORTUNITY TO TRAVEL ABROAD IN EUROPE AND GAIN FOR THEMSELVES AN EDUCATION NOT AVAILABLE IN ANY SCHOOL OR UNIVERSITY.

THE FACT THAT OUR WING, NESTLED BESIDE GERMANY'S BLACK FOREST AND ON THE BANKS OF THE RIVER RHINE, IS THE SHOW-PIECE OF THE RCAF HELPS TO MAKE ONE'S TOUR EVEN MORE ENJOYABLE.

AND TO THE SCHWARZWALD FLIEGER THIS MEANS AN OPPORTUNITY TO PUBLICALLY WELCOME OUR NEW COMMANDING OFFICER, G/C J. J. JORDAN AND TO FORMALLY INTRODUCE OUR NEW WING BADGE TO THE READERS OF OUR MAGAZINE. IT IS INDEED SIGNIFICANT FOR 4 (F) WING THAT THESE TWO EVENTS SHOULD TAKE PLACE ON THE EIGHTH ANNIVERSARY.

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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"THE ONLY R. C. A. F. MAGAZINE EAST OF THE RHINE"



4 (F) Wing Hosts 4th A.T.A.F. Chief

General T. H. Landon, USAF, accompanied by our AOC, A/V/M L. E. Wray visited 4 (F) Wing on Wednesday 16 Aug 61.

Arriving by aircraft in mid-morning the official guests were met by our Commanding Officer and a Guard of Honour drawn up in review order. Following a short but comprehensive briefing and tour of the operational side of the Wing, a senior officers' luncheon was held in the Officers' Mess with the General as guest of honour. Departure time was in the early afternoon.

General Landon became chief of 4th A. T. A. F. on 1 Jul 61 succeeding America's General F. H. Smith. Landon is under the overall command of French General Pierre E. Jacquot, Commander-In-Chief, Allied Air Forces in Central Europe, with headquarters at Fontainebleau.

General Landon had earlier been named commander of USAFE. The USAFE commander has traditionally also been named commander of 4th ATAF. USAFE headquarters is at Wiesbaden, while 4th ATAF is headquartered at Ramstein, Germany.

THE WING BADGE



On 17 June, 1958, Group Captain McNair was flying with Flying Officer Mortimer in a CF100 of No. 419 Squadron. During the flight, conversation got around to the subject of unit badges and specifically of a badge for No. 4 Fighter Wing. This high level discussion led to several sketches being produced by Flying Officer Mortimer, who is a very competent artist, the basic theme of which was the Black Forest.

Unit badges for the Commonwealth Air Forces are the responsibility of the College of Arms, in London, and Sir John Heaton-Armstrong, the Clarenceux King of Arms, has personally handled all submissions since badges were introduced shortly after World War I, so it was to him that the badge had to go.

The procedure which has to be gone through is somewhat lengthy, the well known usual channel being followed to Air Force Headquarters and thence to the College of Arms. The draft badges go backwards and forwards until a design is achieved which is satisfactory to all parties; then it is redrawn in its final form by an official artist and submitted through Air Force Headquarters to the Governor General for his recommendation. Next it returns to the College for submission to Her Majesty the Queen, who personally approves each design and signs the original. And finally it returns along the line to the originating unit. This takes time.

In September 1960, proposals for the 4 Wing badge were still going up and down the channel between Soellingen and London, pausing en route at Metz and Ottawa, and agreement seemed no nearer in spite of the many designs by now available. At this point it was decided that a little direct liaison with the College of Heralds might help, so an unofficial call on Sir John was made by an officer from the Wing.

A thoroughly entertaining morning was spent discussing badges with particular reference to the previous submissions and a new one which the officer had designed himself. The latter design was disposed of fairly rapidly. It transpired that an attempt has been made by the College of Arms to preserve in unit badges the principles of ancient heraldry and, apart from this, to guide units away from unsuitable designs which may seem fine at the time but lose their attraction and even their meaning as time goes on. During World War II quite a few exceptions were made, many of them being Canadian, because King George VI had instructed the College to sacrifice purity for speed. Most of these wartime badges are very satisfactory but some undoubtedly are horrible.

One rather notable example is that of No. 617 Squadron, which portrays the famous raid on the Mohne dam, and carries as its motto a quotation by Madame Pompadour to Louis XV after the Battle of Rossbach — "After us the deluge".

The officer returned to Soellingen convinced that it was hopeless to try to produce a satisfactory portrayal of the hills of the Black Forest in a badge and that a fresh start had better be made.

It was decided that the motto, "Auf Wacht", would be used, and that an attempt would be made to indicate that the Wing was equipped with three squadrons, had a day and night capability, and was on guard on the Rhine by the Black Forest. How this was done is described in the letter reproduced with this article.

The new design was submitted on 17 October 1960, and was received back approved, and exactly as submitted, on 13 June 1961.

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Clarenceux King of Arms
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College of Arms
March, 1961.



FROM SIR JOHN HEATON-ARMSTRONG, M. V. O.
CLARENCEUX KING OF ARMS
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No. 4 WING

ROYAL CANADIAN AIR FORCE

This Wing being located at Baden-Soellingen in German has chosen for its Badge an Ogress charged with a Fesse Wavy as being symbolic of the Black Forest and the River Rhine areas over which the Wing is constantly watching.

The Lances with black and white Pennants represent the three Squadrons which form the operational force of the Wing and their ability to carry out their duties by night and day.

The German Motto:

AUF WACHT

may be translated as:-

"On Guard"

J. D. Heaton - Armstrong

CLARENCEUX KING OF ARMS
I. R. C. A. F. B.

COLOGNE

BY HELGA FISCHER
AND ROBERT F. ATKINSON

"COLOGNE is worth a travel" ...
... said the ancient Romans when settling on the beautiful banks of the Rhine in 50 BC. This saying is still true in the 20th century.

In the years of war from 1939 to 1945 Cologne was 90% destroyed by bombs, and the number of its inhabitants was about 40,000 at the end of World War II, whereas nowadays there are as many as 800,000 people living in the ancient city.

But the inhabitants of Cologne never gave in when returning into their destroyed city after the end of war. Courageously they devoted themselves to the reconstruction of their city, and today one can say about 90% of all damages caused by war has been removed and Cologne has become more beautiful and larger than ever before.

In Cologne cheerfulness and humour are dominating, and who does not know the famous Cologne Karneval, the five mad days which attract people from all parts of the world.

The distance from Soellingen to Cologne is 350 kilometers. You go by Autobahn which leads directly into the heart of the city (Deutz). After four hours travelling time you will be standing in front of the famous Cathedral.

Cologne is the city of bridges, churches, museums, theatres and ancient Roman monuments and of — Gasthouses. You should not miss the opportunity to visit one of the nice "Kölsche Wirtschaft" (Cologne restaurant) drink some glasses of beer "Kölsch-beer" and have one of the specialities only known to Cologne inhabitants. Try for instance a "Halven Hahn" (half a chicken) ...

Parks — Rhine Cable Railway

The large and small "green oasis" within the city boundaries are particularly recommended to visitors who are able to spend more time in the city. The Rhine Park on the Deutz Rhine embankment is regarded as one of the most beautiful and spacious parks in Germany. It incorporates the terrain of the Federal Horticultural Show of 1957 and can be reached by car over the Deutz Bridge, Deutscher Ring and from the Zoo. A unique means of transport is especially recommended, namely the Rhine Cable Railway by means of which the visitor can cross the Rhine from the Zoo, Flora and Botanical Gardens to the Rhine Park on the other side in a pleasant "air trip".

From the gondolas of this railway you also have, in fine weather, a magnificent view of the city. Animal lovers will not want to miss a visit to the Zoo, next door to which are the Flora and the Botanical Gardens containing an abundance of rare plants and flowers.

The whole of the city area on the left bank of the Rhine is surrounded by a green belt of woods, meadows and lakes laid out after World War I. Within this green belt which shields Cologne from the nearby brown coal district is the stadium with its extensive facilities for all kinds of sport.

For dancing fans there is a really original attraction in the form of the "Tanzbrunnen" in the Deutz Rhine Park where a circular dance floor is situated over a pool and surrounded

by numerous fountains. Between 1st May and 30th September leading German and foreign dance orchestras play for dancing every evening until 11:30 p. m. In the afternoon concerts of light music are given from 4 until 6:30 p. m.

Roman Times and the Middle Ages

Among the cities of Europe which come to mind whenever the growth and development of the West are discussed, Cologne occupies a position of distinction. Even today, its face, crowned by the huge Gothic Cathedral on the River Rhine, shows the noble traces of the long history of Europe in all its stages.



A pleasant afternoon in the Rhine Park. In the upper left hand corner you will see the unique cable railway which crosses high above the Rhine. Not recommended for those with weak hearts.

As early as 50 A. D., when the Roman Emperor Claudius granted city rights to the military camp, at the suggestion of his wife Agrippina, who had been born in ancient "Colonia", Cologne was the undisputed strategic, economic and cultural centre of North-West Europe. We can obtain some idea of the prosperity of those times from the carefully designed canalization and drainage system, the water piping system from the heights of the nearby Eifel district, the highly developed glass and ceramic industry, and a goldsmith's art which was in no way inferior to that of Rome.

Being a junction of traffic routes — the North/South and East/West highways of Europe — the city developed its natural importance and held its own throughout the centuries. It was the residence of the Franconian kings and it was Emperor Charlemagne who elevated the city to the status of an archbishopric. From this time on, the Lords Spiritual of Cologne were the advisers of the German emperors, many of them becoming Imperial Chancellors. One of the most influential of these was Reinald von Dassel. Under Emperor Barbarossa he brought the remains of the Three Magi from Milan to Cologne, in the year 1164. This relic, adorned with the relics of other famous city saints seemed to act from then



The Severinsbrücke is the city's sixth and most modernistic bridge over the Rhine. Not the cathedral in the background in the lower right.

onwards as a metaphysical force which at the same time, released undreamed-of economic impulses. Every traveller, whether merchant or pilgrim, now invoked their protection and patronage. The Magi drew so many devotees to the city that Cologne became Europe's main place of pilgrimage after Rome. The Three Kings from the East became the patron saints of Cologne. Even today their crowns grace the town's coat of arms.

Trade and traffic thrived. The city expanded and was surrounded by walls and fortified gates which never fell to an invader. Emperors and kings secured the alliance of the Metropolis, which covered a greater area in the 12th. and 13th. Centuries than either Paris or London.

As a result of its enormous wealth, many monasteries and convents sprang up in the wide semicircle of the town. The Lords Spiritual and the citizens vied with one another in endowing and founding places of worship, making the Cologne of those days into a "Rome of the North". At the height of its glory, the citizens erected a stone shrine to hold the golden shrine of the city's patrons — the Cathedral. The choir gallery was completed in 1322, and everywhere its works of art met with praise and approval.

The massive tower of the Town Hall (1407–1414) and the ball and festival hall known as the "Gürzenich" (1437–1444) reflect the prestige and opulence of the Council and the townspeople, who had shaken of the tutelage of the Archbishop after the year 1288. In 1475 Emperor Frederic III. raised Cologne to the status of a free city of the Empire. Cologne's constitution and laws made it into a model democratic city and provided an example for many cities founded in the North and in the East.

The city's prestige spread afar and its trade relations extended from Sicily to Novgorod, by way of Spain, Flanders and England. At last Cologne became the leader of the Hanseatic League, that powerful mediaeval city and trade

alliance which, in 1367, declared war on, and subsequently defeated, the King of Denmark, who ruled the Baltic and the North Sea.

Not only the economy, but also the intellectual life of those centuries flourished and bore fruit. Magister Ekkehard the mystic, the learned Scottish monk Duns Scotus, and Saint Albert Magnus, at whose feet Thomas Aquinas sat as a pupil, all taught and lived in Cologne. In 1388 Pope Urban VI. granted a patent to Cologne University.

The New Flowering

After the discovery of America, Cologne declined as an inland city, thus sharing the fate of many other formerly important places in Europe. With the end of the 18th. Century and the beginning of the 19th, the development of industry enabled the city rapidly to regain its old leading position. Finally, the increasing use of the Rhine as a waterway for shipping, and the building of Western Europe's railways along the routes of the old natural highways, soon made Cologne into the leading economic and traffic centre on the Rhine.

World-famous industries were developed, such as the manufacture of cables, motors, trucks and chemicals, and the

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production of lignite and electric power. Eau de Cologne and confectionary. Trade and industry encouraged the money market, and here, too, Cologne became a leading centre. It prospered until it was the leading banking and insurance centre in Western Germany. This economic revival was followed by a sudden increase in the population. In 1840 Cologne had about 40,000 inhabitants; in 1914 it was well beyond the half million mark, with a population of 630,000. By this time the total area had increased two hundredfold since the foundation of the city.

After the first World War the economic and intellectual importance of this focal point on the Rhine became even greater. The ancient commercial life of the city had its modern international counterpart in the Cologne Fair. Cologne, which was already the busiest international railway junction in the German Empire, became a central point of intersection for the great highways. The roads of North-West Europe and later the "Autobahns" met at this point, where three suspension bridges — masterpieces of the bridge-builder's skill — linked them up with the other side of the Rhine. In passenger and cargo traffic, the town's airport became one of Western Germany's leading air junctions. Cologne may well be called the meeting place of the Western world's main traffic routes.

To the old industries were added new ones, the chief among these being the great automobile works and the manufacture of synthetic fibres.

The intellectual life of the city which, thanks to generous endowments by its citizens, had flourished since the middle of the 19th. Century, received further stimulus when the University was re-established. The Schools of arts and crafts, inspired by the Arts and Crafts Exhibition of 1914 outstripped many a European academy of arts. The Conservatory became the College of Music while Cologne's theatres and concerts had a vitality unequalled by any others on the Rhine, during the period between the World Wars.

Destruction and Rebirth

All this was almost totally wiped out by the pitiless onslaught of the Second World War. At the end of the war 40,000 of the 800,000 inhabitants — 5 per cent of the population — were dwelling in the rubble of the city. Despairing spirits expressed the view that the town could never be rebuilt or restored to life, and spoke of transplanting it elsewhere. They forgot, however, that deep in the ground on which Cologne had stood, the drainage, canalization, power, gas and telephone networks were still largely intact, providing an important prerequisite for reconstruction. They forgot that it was precisely Cologne's situation on the map which had made the town into an enormous magnet throughout the centuries. Last and most important of all, they reckoned without the townsfolk's indomitable love for their city. These three factors soon overcame all lethargy and within a few years the Rhine Metropolis had, in all fields of activity, regained its leading position with its uninterrupted outward and inward traffic with the rest of Western Europe.

Today Cologne has regained 800,000 of its population. More than ever before, the influential bank and insurance market is concentrated around the oldest chamber of commerce and industry in the Rhineland. The Fair is the Rhine's unchallenged international trade and exhibition centre. Its many-sided

industry has recovered its old capacity and has even expanded it. Railway traffic has made the city's Central Station into a continental junction with the highest passenger and carriage figures in the Federal Republic. The density of road traffic has enforced the rapid reconstruction of Deutz, Mülheim and Rodenkirchen Bridges, thus giving Cologne a reputation as a city of beautiful bridges. Including the Hohenzollern and South Bridges, which are used exclusively by the railway, Cologne again has six bridges over the Rhine. The new sixth bridge, "the Severinsbrücke", incidentally, is of an interesting design. A single off-centre pillar supports the span by means of overhead ties. Now that Cologne's airport at Wahn has obtained international recognition in the air traffic network, the city is indeed one of the undisputed crossroads of the West.



The Hahnenortburg Tower is a remnant of the fortified wall of the old city.

The external appearance of the town has also visibly taken on a new lease of life. Modern administrative buildings are springing up at the old centres of the downtown area and the so-called "Ring" or boulevard district. New shopping streets are appearing. The painful wounds in the venerable mediaeval monuments are being healed, and repositories and museums have been built for the priceless art treasures of a two thousand year old history. Visitors are welcomed by a Rhineland metropolis in its stage of most vigorous development. They are astonished by the indestructible way of life of the Rhinelanders and the enterprising optimism of a people who, in such a short space of time, have transformed the battered face of the ancient city into one which is youthful, sparkling and cosmopolitan.

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COLOGNE CATHEDRAL



Every year hundreds of thousands of tourists come to Cologne to see the Cathedral which is the largest in Germany and one of the most outstanding ecclesiastical buildings in the world. There are various reasons why this great edifice should receive such unreserved admiration. First of all, there are its overwhelming dimensions: interior length 468 feet, width 145 feet, height over central aisle 140 feet and height of the spires 510 feet. And then there is the unsurpassed harmony of the different sectors of the building, the impressive unity of the Gothic design (1248–1880) and the massive vastness of the interior as a whole. Furthermore the priceless adornments of the Cathedral should not be forgotten; these include some highly renowned European works of art, among them the Gero Crucifix, the Shrine of the Three Holy Kings, the plastics of the Apostles, the medieval windows and the brilliant gems in the Treasury.

This type of edifice with the twin spires, the cross-shaped lay-out with main aisle, transept, the chancel gallery and the group of seven chapels is in direct relation to North French cathedrals, the ground plan being particularly similar to Amiens. Cologne Cathedral, however, has an air of greater completeness and is more mature in its proportions.

Cologne Cathedral, however, was not entirely completed in the Middle Ages. The chancel was built between 1248 and 1320 under the direction of the Cathedral architects Gerhard,

Arnold, and Johannes. The south tower had been built up to a height of 160 feet by about the year 1400. By the middle of the 16th century, the transept and central nave had grown to a height of between 48 and 60 feet. In the years from 1842 to 1880, the further sections were added to this gigantic torso under the architects E. Zwirner and R. Voigtel, uniting to form a coherent whole. It was only the plastics of that period which failed to achieve the maturity or the impressive power of those of the Middle Ages.

The decisive impulse for the final completion of the Cathedral came from S. Boisserée who also succeeded in soliciting the interest of Goethe. From 1814 onwards, the Cathedral was regarded as the symbol of Germany and even though today it is often still regarded abroad as a German landmark, its real character lies in a different field: the de-materialization of stone and light (through the stained glass of the windows) is intended to be understood as an image of the Cathedral of Heaven, as shown, for example, by the chancel vaults. And so in spite of its massive monumentality, the building does not appear so weighty as it really is. In order to comprehend this it must be borne in mind that a single boss stone in the high nave has a weight of nearly 2 tons. — As in the Middle Ages, the contours of Cologne Cathedral were also visible far and wide in the 19th century and served to encourage artistic

When, under Archbishop Konrad von Hochstaden, the it already had a history going back 1,200 years. Cologne was once a Roman town in the north-east corner of which the present Cathedral is situated. Deep down under the chancel, two royally adorned Franconian graves were discovered in 1959, one of which, by reason of its rich gold adornment, proved to be that of a Franconian princess of the middle of the 6th century. It was at the beginning of the 9th century that Archbishop Hildebold, Arch-Chaplain to Charlemagne, built the "old Cathedral", a double chancel basilica, parts of the foundation walls of which were uncovered after the war (length: 305 feet). This predecessor of the present Cathedral acquired even greater repute after the year 1164 when Archbishop Rainald von Dassel, Chancellor to the Emperor Barbarossa, had transferred the relics of the Three Holy Kings (the Three Wise Men) from Milan to Cologne Cathedral.

By the presence of these relics which are preserved in the famous Shrine of the Three Kings (after 1181) behind the High Altar, the new Cathedral acquired the standing of a "King's Church" referring to Christ as the King of Kings. This is also reflected in the fact that in the Middle Ages, the Archbishop of Cologne crowned the German King in Aachen, the first two seats in the choir stalls being reserved for the Emperor and the Pope.

The mighty structure of this edifice also has something cosmological about it as is shown by the significance of numerous sculptures. Thus we find on the outside of the seven chapels above the controlled demonry of the water fountains, the angels of music which may be compared with the guardian angels in the description of heavenly Jerusalem in the Apocalypse. The significance of the twin spire facade is that of a Porta Coeli, a gate to Heaven. The present day has also continued these cosmological ideas in the form of the new cycles that have been worked into the parts of the Cathedral which were destroyed in the last war.



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BOLS

Attention must also be drawn to the figures on the outside of St. Peter's Door on the west front of the Cathedral (sculptures of the period 1360 to 1380). In the interior, the choir-stalls still have the original adornments from the time when the Cathedral was built — mainly about the year 1320. These include the choir seats, the largest and most richly adorned in Germany with a large number of delightful burlesque figures. Above them are to be seen delightful paintings in which one sees the saints standing in golden arcades. A little higher up we see the pillars of the chancel, like the 12 Apostles, the "Pillars of the Church", united with Christ and the Virgin Mary behind the High Altar. From the artistic point of view these are the most outstanding early 14th century sculptures in Germany. High up in the chancel will be seen the coloured glass walls illuminating 48 kings as the forefathers of Christ, located towards the central window with the Adoration of the Three Holy Kings (each of these windows is 55 feet high).

The High Altar with its marble figures on the front also dates from the same period. The arrangement in the inner chancel — bottom, centre and top — is symbolic of the order of healing with Christ and Mary in the centre. The Shrine of the Three Holy Kings stands on a dais behind the High Altar and is the largest goldsmith's work in the world. Work on it was started in 1181 by Nikolaus von Verdun and it was completed by Cologne masters about the year 1220. By its gleaming gold design this romanesque shrine is also intended to be an image of the "Cathedral of Heaven". Along the sides are enthroned the prophets and apostles as "Bearers of the Church". The organic structure of the prophets and the impressive portrayal of their heads make them the legitimate forerunners of French monumental sculpture of the 13th century. The front which is the only side made of pure gold, represents Christ in his threefold glory of the trinity.

Further notable works of art are to be found in the chancel ambulatory. On the north side in the Chapel of the Cross is to be found the Gero Crucifix dating from about 970. This is the oldest intact sculpture of the crucified Saviour in the world. The chapels in the chancel ambulatory contain mostly tombstones of Cologne archbishops of the 14th century and also some medieval windows, the most impressive of which are to be found in the Chapel of the Three Kings, where they rise up to the vaults giving a unique impression of chapel glazing (in the centre a Biblical window of about the year 1270 and the two side ones of about 1320). To the left of this chapel is the beautiful bronze tomb of the founder of the Cathedral, Archbishop Konrad von Hochstaden. Opposite the Gero Crucifix on the south side of the ambulatory will be found the most magnificent work of the 15th century school of art in Cologne, namely the three-section picture of the Cathedral by Stephan Lochner of about the year 1445. On it we see a representation of the city of Cologne with its patron saints — the two martyrs St. Ursula and St. Gereon and the Three Holy Kings. A feature of this altar which was also admired by Goethe is the manner in which Lochner united the appearance of the world with the hierarchy of the saints to form one perfect unit.

The interior of the Cathedral no longer reveals any sign of the fact that 70 workmen were employed for 11 years on the task of repairing the war damage (the arches in the high nave and the transept suffered considerable damage). Of the more modern works that have been added, mention should be made of the central altar (E. Hillebrandt 1960), and especially the now widely known bronze door at the south end of the transept, the work of Ewald Mataré.

The Cathedral Treasury contains inter alia, medieval codices romanesque, gothic and baroque goldsmith work, precious ecclesiastical vestments and utensils. The oldest work of art there is the Peter's Staff in antique ivory which was no doubt originally a territorial symbol from the Court of the Emperor Constantine in Trier. Chalices, monstrances and reliquaries give us a picture of the development of the liturgical utensil.

PLACES OF INTEREST DATING BACK TO THE ROMAN PERIOD

Letter and number in brackets do indicate the respective object of interest in the corresponding quadrangle of the map.

- 1 **Dionysus mosaic.** A stained mosaic floor of an Roman banquet hall, 7 times 10 meters large, dating back to the 2nd century A. D. In the former Cathedral air-raid shelter. (1 C)
- 3 **Roman tower.** North-west corner tower of the Roman town wall. 1st century A. D. (1 B)

OLD AND MODERN CHURCHES

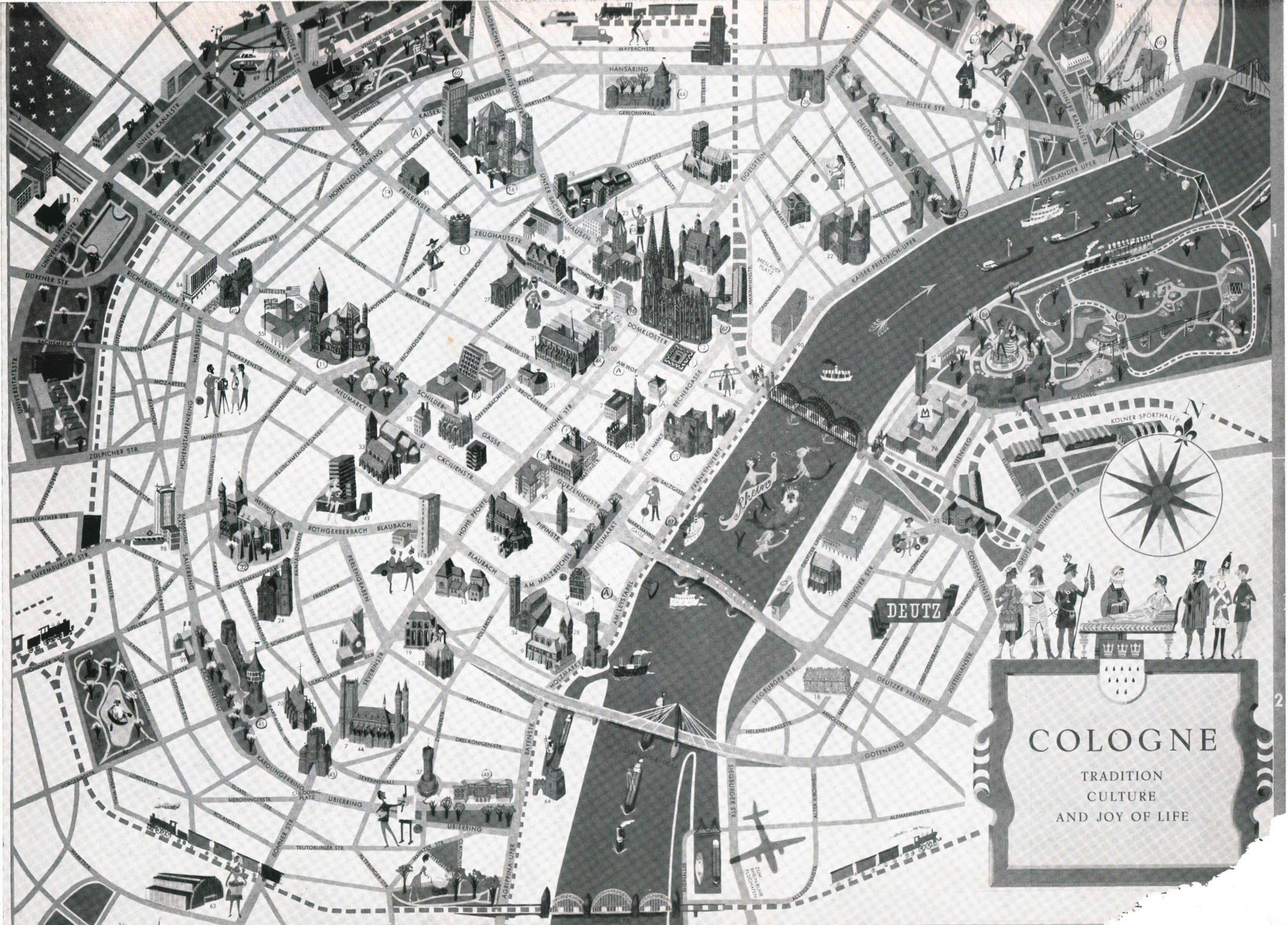
- 7 **Old St. Alban.** Altered 1668–1672. Today a ruin with the "Mourning Parents" a sculpture by Käthe Kollwitz (connected with the Gürzenich, the medieval guildhall). (1 C)
- 11 **St. Apostles Church.** Founded during the Ottonian period. Later-on 13th to the 15th century. Climax of romanticism along the Rhine. Workday church with the apostles window by Ludwig Gies. (1 B)
- 12 **Cathedral (St. Peter).** Foundation 1248. Consecration of the choir 1322. Completed 1880. Principal treasures: Gero cross, about 970; Shrine of the Magies, about 1200; Stalls 1320 to 1330; Statues of the Apostles at the choir-pillars, about 1320; Gothic stained glass windows in the choir-chapels and on the triforium; the Cathedral picture "Adoration of the Magies" by Stefan Lochner, about 1445; the Cathedral treasury with ecclesiastical works of art from the 7th to the 19th century. At the south porta: The bronze doors by Ewald Mataré. (1 C)
- 16 **St. Gereon.** Late roman foundation. Crypt Contonio, decagon and high choir: 11th to the 14th century. Impressive east structure. Martyrs church of St. Gereon. (1 B)
- 29 **Great St. Martin.** Late romanesque pillars basilica. Under reconstruction. (1 C)
- 32 **St. Pantaleons Church.** Established 966. Enlarged to a three naves basilica about 1175. The gothicising choir of 1621. Monumental west structure. Burial church of the Holy Bruno and emperess Theophanu. (2 A)

ANCIENT PROFANE BUILDINGS

- 38 **Eigelsteintorburg** (Eigelsteintor Town Gate). About 1200. Industrial museum and periodical exhibitions of the museum for East Asiatic arts. (1 D)
- 39 **Gürzenich.** Built as a banqueting house in 1437–1444. Renewed by Rudolf Schwarz and Karl Band 1952–1955. Connected with the ruin of St. Alban with the statues of the "Mourning Parents" by Käthe Kollwitz. (1 C)
- 40 **Hahnentorburg** (Cocks Town Gate). About 1200. House of the Cologne Art Society. (1 A)
- 42 **Ancient Town hall.** Severely damaged during the war. The renaissance portico of 1569 to 1573, the tower of 1407 to 1414 has been reconstructed. Opposite the New Town Hall. (1 C)
- 43 **Severin's Town Gate.** About 1200. (2 B)
- 45 **Medieval Town Wall with the Ulre Gate** at the Sachsenring. About 1200. (2 A)

MUSEUMS

- 46 **Wallgraf-Richartz-Museum.** Cologne painters school. Old German masters. Dutch and Flemish painters. 19th century (Leibl and Courbet). Impressionists. The art of the 20th century (Haubrich collection). (1 C)
- 48 **Ethnology Museum** (Rautenstrauch-Joest). (2 B)
- 52 **Bastei** (Bastion Restaurant (1 D), 57 Swimming and Skating Stadium (1 D), 60 Gerling Skyscraper (1 B), 67 Central Railway Station (1 C), 68 Main Post Office (1 C), 81 Opera House (1 B), 87 Rhine-Steamer (2 C), 88 Rhine Park (1 D and 1 E), 89 Cable-Car across the Rhine (1 E), 96 **Municipal Tourist Information Office** (1 C), 101 Zoological Gardens (1 E). (A) **Kölsches Restaurant.**



COLOGNE
 TRADITION
 CULTURE
 AND JOY OF LIFE

DEUTZ

The New Cologne Theatre Building

Planing began in the autumn of 1953. The conditions and results of the architects' competition held prior to that date ceased to have any great significance when new dimensional specifications were laid down.

The commission to Dr. Riphahn read as follows: The erection of a building with an "intimate atmosphere" to provide 1,400 seats for opera and full scale theatre. The project of a smaller house seating 800 and linked to the bigger building was included in the planning on the proposal of the architect.

After a year of planning work the rough construction was begun in the spring of 1955 — initially, the frame-work of the stage. The site on which the theatre erected in 1872 by Julius Raschdorf had stood until its destruction by air bombing, was extended to Brüderstraße and Nord-Südstraße. Principal requirement: the maximum possible car-parking space.

The planners — the architect Wilhelm Riphahn, Honorary Doctor of Engineering and his co-worker Hans Menne, Dip. Eng. — therefore concentrated the building on a rectangle 253 ft. wide and 394 ft. deep. Two terraced constructions which flank the tower of the main stage attain a height of 112 ft. — Here are painters' studios rehearsal rooms, workshops, and storerooms of every kind.

The main entrances to the auditorium give on to the Nord-Südstraße, widened at this point in a large arc to provide for the spacious theatre square (164 yds. wide and 93 yds. in depth). It is planned to erect the theatre café and restaurant on the south side of the square and to link it with the principal foyer of the opera by means of a glasscovered bridge. The nerve centre of the building is the courtyard on Krebsgasse flanked by the superintendent's and administrative wings. The main building which extends right up to Glockengasse, leaves room between Streitzeuggasse (which has become part of the square in front of the theatre) and Brüderstraße for the smaller play-house, which is to be fitted into the building plexus and attached to the opera from the point of view of operation and administration. Between the smaller house and the theatre café lies the small theatre square.

The parking space thus gained will be enlarged by the construction of a three-storied garage on the site of the old police headquarters in Krebsgasse.

Auditorium Building

Groundfloor: Entrance hall extending the whole width of the building with five main entrances from the theatre square. In the south and north there are further entrances for motorists, and day and evening box offices. Principal entrance hall and, on a slightly lower level, the central cloak-room, divided into separate parts for pit and gallery clients. Five main staircases on each side with large glass bays.

Pit: The main foyer (144 ft. long, 39 ft. high) raised somewhat above the lounge. Two open circles create an optical unity between all members of the audience. This intention is also developed on the sides of the circles by means of freely suspended steps which compensate for the difference in height of the lounges. At the head of the main foyer, to the north, is the smoking lounge; in the south is the refreshment room — later to be linked with the theatre café and restaurant via the glass-covered bridge. There are further foyers with a roof terrace in the first circle.

Auditorium. 900 seats in the pit. Depth measured from the safety curtain 95 ft. Good view audition even of plays with a large cast. Small boxes (each with about 20 places) in eleven recesses. Two further superimposed and staggered rows of boxes provide the remaining 400 seats. The numerous boxes give a refinement of proportion to the whole compared with the normal theatre with dress and upper circles and galleries, good acoustics and, by reason of the fact that they are not placed exactly one above the other, a reduction in the total height of the auditorium (maximum 50 ft.).

The wall of the auditorium is composed of sections laid fanwise. In combination with the rhythm of the projecting balconies, this has the double effect of reducing the area of the auditorium to the eye of the spectator and of linking it more closely with the stage. The impression is of intimacy rather than of mass theatre. This impression is further heightened by the panelled walls.

Thanks to the pronounced relief of the room, hardly any special provisions for the acoustics were necessary (acoustics by Dr. Gabler, Berlin).

The municipal theatre administration has taken possession of the most important parts of the project, completed, in the summer of 1956.

The new Cologne Opera House was opened in May 1957.

Editor's Note: The impressive and striking Cologne Opera House appears as our cover picture. Note the omnipresent cathedral in the background.



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AN AFTERNOON IN EAST BERLIN

Thousands of Americans are laying out small fortunes in rubles to see communism close up in Moscow, but it's far cheaper and less complicated to visit East Berlin.

Rest assured the communism there is every bit as authentic.

You need cope with no visas or recalcitrant Intourist guides to journey through Brandenburg Gate, the most penetrable chink in the Iron Curtain.

If you're driving in a car with Allied military plates, you won't even be troubled with the Vopos (People's Policemen) at the border. They are not authorized to stop you for an identification check and will simply wave you on through.

No matter how many times one travels to East Berlin, it is still incredible — this little bit of Russia only a mile from such "capitalistic extravagances" as the Hilton Hotel cocktail bar, the Resi nightclub with its table telephones and fountains and Kurfurstendamm's elegant shops and fur-clad strollers.

A visit to Berlin's Russian controlled sector turns communism from a abstract political theory into reality with a vivid immediacy.

No matter where you wander (provided you are an alert-eyed observer) you will get the picture. Here's what you might see in one afternoon:

The Other Side of the Gate

Just the other side of Brandenburg Gate is chaos. Smashed to the ground during the war, this section has been preserved in that state as though its ruins were museum pieces.



Brandenburg Gate divides East and West Berlin. Until the East German Police stepped in, it was a popular escape route from East to West.

The reason is unfathomable. Surely propaganda-happy Communists must realize almost every visitor confronting this

wasteland makes the identical comment: "My, what a contrast with West Berlin!"

Actually, there has been considerable rebuilding in other areas (although the number of gaping skeletons of buildings is still appalling) and one is told "we have no housing problem at all".

One is not told how many East Berlin apartments happen to be empty because their occupants fled to the West.

Directly inside Brandenburg Gate is the official information office, where foreigners are welcomed with real enthusiasm and the employees speak creditable English. They will answer questions, give directions, order theatre tickets and hand out maps and guide books free.

Also free are a number of pamphlets in English which assure you that socialism will triumph, the seven-year-plan will be over-fulfilled, communist workers are always smiling and in general, that you are entering Marx's paradise.

The first reconstructed building you will pass is the gigantic Russian Embassy, with possibly a few sinister-looking, curtained Zim or Zis limousines out front.

You are on Unter den Linden, once Berlin's busiest and most glamorous street. It is nearly deserted now, the linden trees are straggly and the famous sidewalk cafes where writers, artists, army officers and pretty girls laughed and argued are no more.

The only decorations now are red banners strung across the few remaining buildings proclaiming the latest propaganda slogans.

This goes Moscow one better, since Russian buildings are, for the most part, politically unadorned.

Nostalgic visitors should make a short detour to what now remains of Hotel Adlon, the "Grand Hotel" of book and movie fame. To reach it, turn right on Wilhelm Strasse, the first cross street after entering East Berlin.

The visit will be a sad one.

Once the mecca of magnates, maharajahs and movie stars, the Adlon is now a bombed-out and dingy establishment. Only its rear wing is still open for business. Today the hotel's restaurant is its former breakfast-room with faded carpets, patched curtains and a view over the hotel's ruins.

But its employees still take pride in its former reputation. Once when we stopped to drink a beer there, one of them cleaned all our car windows, and wasn't even around for a tip.

Document of a Gloomy Past

Farther down this same street is what is left of Hitler's underground bunker, where Nazi bigwigs drank and danced while bombs screamed into the city in the last days of the war. This is where Hitler and his mistress, Eva Braun, married and then committed suicide just before Berlin fell.

There is much to think about but little to see here — just a big concrete block jutting out of a leveled expanse of rocks and weeds.



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SINGER



HUMBER

Incongruities, Too

Back down Unter den Linden you will come to Friedrichstrasse, one of East Berlin's main streets. On the right is one of the sector's real surprises: a communist "high-fashion" shop of glass, where sensibly-dressed members of women's brigades break their stride for a look at Paris-inspired creations.

It's true the French fashions have lost something in translation, and prices of 800 East marks for a gown must puzzle workers whose average salary is 300-400 marks, but "Sybille Boutique" certainly contributes a welcome touch of glamor in this drab bit of Russia just through the Iron Curtain.

Turn left on Friedrichstrasse for another incongruity of communist society. Right across the Spree River is a gigantic, barn-like structure where a beautiful line does the can-can, the band plays jazz and U.S. artists occasionally perform in a variety show that compare with some in Paris.

This is the Friedrichstadtpalast, once a market hall, then a circus and later the home of Max Reinhardt's classic theater. The show, which generally features Western artists, is so good that about half the customers come over from the West.

They pay in East marks (permitted at "cultural" events, but nowhere else) which they buy beforehand in West Berlin at the free market rate of four to one. Thus, front row seats cost the equivalent of about 75 cents.

It's easy to tell the Westerners from the drably-clad East Berliners, for whom the summit of fashion is a dress of China-imported brocade.

Across from the Friedrichstadtpalast is the Berliner Ensemble, founded by Berthold Brecht of "Three Penny Opera" fame. Brecht, who fled Nazi Germany and came back to live under communism, died a few years ago, but his wife is still starring in the Brecht dramas presented at this world-famous theatre.

The Macy's of East Berlin

For a look at the Macy's of East Berlin, proceed down Unter den Linden past the Staatsoper (pre-war Berlin's opera House), into the huge Marx-Engels Square, site of communist rallies, and then past the East Berlin city hall to Alexanderplatz.

At the gigantic state-owned HO (Handelsorganisation) store here you can explore the various departments for a quick lesson in what can be bought on the average worker's salary.

Clothes are shoddy, almost never pure wool and priced astronomically high. A sweater that one would pass up in Macy's bargain, basement may cost 60-80 marks here. High-heeled shoes are rare, and priced over 100 marks. The cheapest Nylon stockings are 9 marks, as compared to 2 marks in West Berlin.

In the food department, coffee is 37 marks a pound; chocolate bars 4 marks each.

These, however, are all luxuries in the communist economic system. Bread, potatoes, coal and everything necessary to bare existence are priced extremely low, so that the citizens always manage to survive, though in a dreary fashion.

It's not Moscow, it's Berlin

Not to be missed is a visit to Stalinallee, East Berlin's architectural pride and joy. Once on this wide avenue, you'll doubt you are still in Germany. With its many-storied, Russian-designed apartment houses, it duplicates almost exactly some of Moscow's avenues.

Ground floors are occupied by state-owned stores and two of East Berlin's best restaurants — the "Budapest" and the "Warschau". In the summer, you can sit out in their



Stalinallee in East Berlin. No traffic problem here — nobody can afford to drive.

gardens to listen to the People's Army Band and observe life around you.

Eating at an East Berlin restaurant is only worthwhile for its souvenir value. You must pay in West marks, and the food is both expensive and much inferior to that in West Berlin.

The Little Back Streets

There are many other interesting sights in East Berlin — the Soviet War Memorial in Treptow, the Pergamon Museum and the Museum of German History (Museum für Deutsche Geschichte) as well as the hundreds of little back-streets where nothing special is going on.

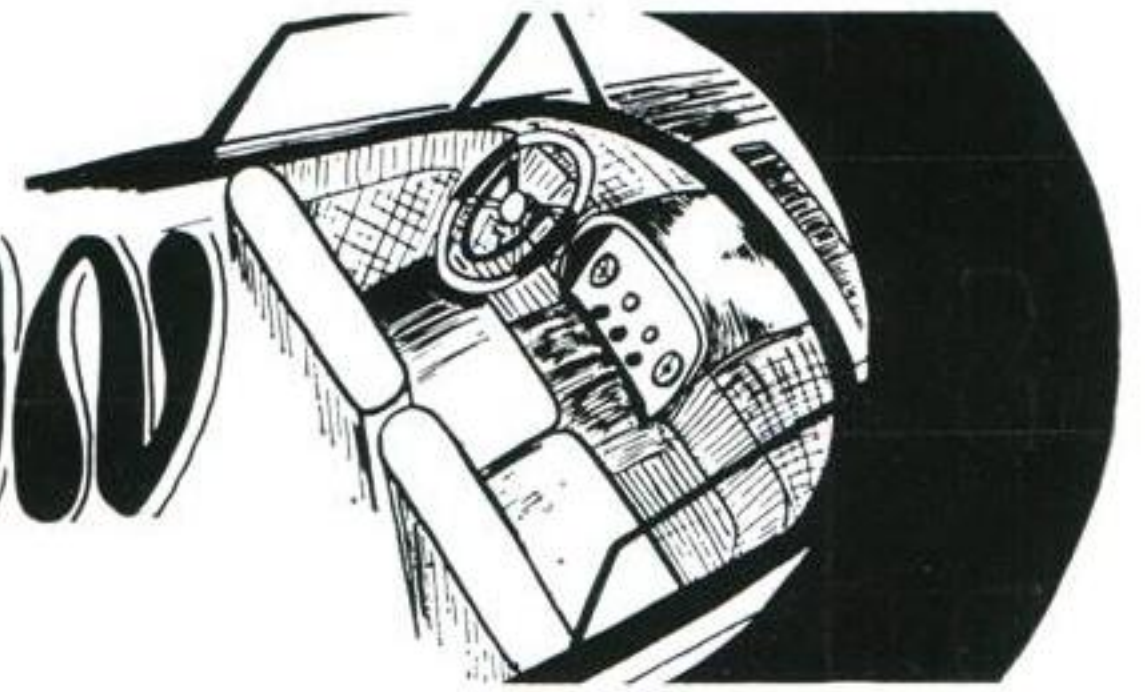
In these back-streets you'll just see people going about their daily life — a life so different in all its essentials to that of their West Berlin relatives a couple of miles away that they might be on opposite sides of the earth.

COURTESY: THE BRIDGE

EDITOR'S NOTE: Events have moved so fast in Berlin since this was written that parts of the above article are outdated and no longer accurate. However, we do feel that the "message" is still current except, perhaps, the bitterness, drabness, and despair of East Berlin is even stronger today.

You call it
Champagne
we call it Sekt,
so better ask for
HENKELL HENKELL

THE STEERING COLUMN



"GUILTY"

"Well, we're still killing them, aren't we?"

One after another, right down the line, day after day. Young men just starting life, girls who never reach womanhood, children who never get as far as the first day of school. We kill the grandmothers when they venture away from home, and we jerk the babies out of their mothers' arms and splash their brains out on our million dollar slabs of concrete.

We hire highly-trained engineers to design newer and better weapons for us. We've got to have the fastest and most efficient devices that science and industry can dream up, so that we can do our killing in style.

We're a cultured and civilized race, and so we insist on having streamlined beauty and soft pastel colours even when we go out to do murder.

It's a good deal like duck hunting. When you divide the average hunter's investment in shotguns, shells, decoys and so on by the number of ducks he kills, you find he's paying a lot more than ducks are worth.

Because, after all, life is cheap. There aren't many of us nowadays who'll come right out and admit that. But we all know it; we all believe it. You can tell that by the way we act.

And there's no real harm done, is there? We kill off a good many people each year, yes. But natural increase more than takes care of that. The population goes on increasing in spite of our murderous activity.

It's funny how inconsistent we are, though. We have pretty strict laws regulating the use — and misuse — of weapons like firearms, for instance. And the laws are backed up by strong public opinion.

If a man took up a position in the middle of Main Street, say, and began firing a machine gun down the length of the street we'd all be rather disturbed about it, wouldn't we? We'd more than likely report it to the police. And the machine gunner would be arrested. Probably we'd send him to prison for a good long stretch. And we'd even take his weapon away from him, so he couldn't go on endangering life and property.

Even if he explained that he didn't really want to hurt anybody and that he was trying his best to shoot through gaps in the traffic, we'd still disapprove of his actions. And we'd take steps to make certain he didn't do it any more.

And when the weapon is a car and a man drives past us on the highway at 70 or 80 miles per hour, about the most we do is shake our heads and say, "Look at that crazy so-and-so. He's going to get hurt someday."

Or maybe, with a touch of admiration, "Boy, he's really stepping, isn't he?"

Or maybe we bear down on accelerators, just for fun, to see how our weapons perform in comparison with his.

And we go on killing, and nobody seems to care very much. Here and there in a few isolated communities, the people have sickened of the sport and of the sight and smell of blood, and they've put a stop to it — or at any rate drastically reduced the bag limits.

But the rest of us don't seem to mind. If we really disapproved of automotive murder we'd stop it. Because it can be stopped. It might put us to a little inconvenience now and then, but that's about all it would cost us.

We can give you the recipe for it in case anybody should happen to be interested. It could stop the killing in five minutes. The recipe comes in two parts. Here they are:

ONE: Drive, always, so that you can stop within the assured clear distance ahead.

TWO: Crack down on offenders as you would on the man with the machine gun.

Sure, sure, sure we know all that, that's old stuff, we've heard it over and over, tell us something new for a change, we're tired of that one, and besides do you expect us to call a copper or somebody who's doing what we've done ourselves a hundred times?

All right, that's what we've been saying. The killing goes on because we don't really want it stopped. We can't be bothered.

We're all in on it. Some of us are murderers and the rest of us are accessories before and after the fact. A few of us do the actual killing, but we're all equally guilty.

And if that's the way it is — dog eat dog and devil take the hindermost okay, that's the way it is.

But let's stop kidding ourselves. Let's not pretend we're civilized. Let's hear less talk about how wonderful we are and how religious we are and how we all go to church and look down our self-righteous noses at a little beer drinking and sexual immorality.

Because as long as we keep murder as a national sport we're still in a state of barbarism.

FROM DROs RCAF STN WINNIPEG.



"It could be worse. Suppose they had given you three weeks?"

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A first class western inspired by the Japanese melodrama, "Seven Samurai". Finely photographed in Panavision and DeluxeColor, it concerns seven professional gunmen who help the inhabitants of a Mexican border village win a long and bitter fight against ruthless marauders. A powerful story with an all star cast and superb scenery.

YOUR SEPTEMBER ATTRACTIONS

- Fri. 15th "THE PURE HELL OF ST. TRINIANS"** stars Cecil Parker, Joyce Grenfell and George Cole in a satirical-slapstick collegiate comedy, the third of the lunatic St. Trinian's saga. (A)
- Sat. 16th Children's Matinee. "CHUMP AT OXFORD" and "ME AND MY PAL"** is an all comedy programme starring Stan Laurel and Oliver Hardy in both cases.
- Sat. 16th "OPERATION PETTICOAT"** starring Cary Grant, Tony Curtis and Joan O'Brien is a breezy World War II comedy presented in Eastman Color and illustrates the log of a battered submarine. (U)
- Sun. 17th & Mon. 18th "DIAL 'M' FOR MURDER"** starring Grace Kelly, Ray Milland and Robert Cummings is a first class WarnerColor crime melodrama of some years ago. Full of suspense and mystery from beginning to end. (A)
- Tues. 19th "HIGH TIME"** stars Bing Crosby, Fabian and Nicole Maurey. A CinemaScope and DeluxeColor comedy telling how a fifty-year-old widower acquires a college education. (U)
- Wed. 20th & Thur. 21st "THE WORLD OF SUZIE WONG"** starring William Holden, Nancy Kwan and Michael Wilding is an intriguing Technicolor miscegenation melodrama adapted from highly successful novel and stage play telling of a romance between a Hongkong prostitute and a penniless American artist. (A)
- Fri. 22nd & Sat. 23rd "THE MAGNIFICENT SEVEN"** in Pana Vision and DeluxeColor stars Yul Brynner, Eli Wallach and Rosenda Monteros. An outdoor melodrama it shows how seven tough hombres fight to save a Mexican village from a ruthless bandit. (U)
- Sat. 23rd Children's Matinee. "LET'S GET TOUGH"** stars The East Side Kids plus "GOING BYE BYE". A Stan Laurel and Oliver Hardy comedy.
- Sun. 24th & Mon. 25th "THE MISFITS"** starring Clark Gable, Marilyn Monroe and Montgomery Clift is an outdoor melodrama with psychological overtones about misfits together by circumstance. (A)
- Tues. 26th "I WANT TO LIVE"** starring Susan Hayward, Simon Oakland and Virginia Vincent is the screen version of one of the most controversial murder cases in the history of Californian crime. The picture that won Susan Hayward her Oscar as the best actress of the year (1959) it is a startling and compelling film for adults only. (X)
- Wed. 27th & Thur. 28th "PAYROLL"** starring Michael Craig, Françoise Prevost and William Lucas is a crime melodrama showing how hold-up men dissipate ill-gotten gains and come to a sticky end. (A)
- Fri. 29th "THE REBEL"** starring Tony Hancock, Margit Saad and George Sanders is a Technicolor satirical comedy concerning a London clerk who takes the bit between his teeth, visits Paris's Left Bank and goes Bohemian. (U)
- Sat. 30th "DARBY O'GILL AND THE LITTLE PEOPLE"** stars Albert Sharpe, Janet Munro and Sean Connery in a Technicolor blend of fun, romance and horror hingeing on the clash between a wily old Irishman and the King of Leprechauns. (U)



Nadine Tallier

This cute trick may not respond to an E42 but she sure tingles the toes of the Wing Supply Section.

Canadian News

ARMY

A Canadian missile force equipped with Honest John rockets capable of carrying a nuclear warhead will be ready for dispatch to Canada's North Atlantic Treaty Organization brigade in Germany early next year, the army said recently. The 1st Surface-to-Surface Missile Battery and the 2nd SSM Training Battery of the Royal Regiment of Canadian Artillery, will be supplied this fall by the U.S. Army with six Honest John rocket launchers, a quantity of training rockets and associated equipment.

OTTAWA

A new venture in armed services housing is being instituted at RCAF Station Uplands. Three hundred three-bedroom housing units are to be built there soon at no cost to the government; to be paid for, in effect, by the airmen of the base. They are being financed by the station's non-public funds organization, which derives its money entirely from contributions of airmen and officers on the station. G/C Gillespie explained that the new houses are intended for airmen and corporals, who have long been forced to rent housing off the base, at relatively high costs, because of a shortage of quarters for married personnel on the base.

HALIFAX

Prime Minister John Diefenbaker, sounding a note of serious concern over the deterioration of the Berlin situation, urged all North Atlantic Treaty Organization members to bring their forces to full strength. The call came as Canada itself was understood to be giving study to raising its own contribution to the defense of Europe, although Mr. Diefenbaker said the country had met the goals assigned to it. The Berlin situation and study of an increased Canadian military contribution were believed uppermost on the agenda of a cabinet meeting recently. Mr. Diefenbaker made it clear that nuclear weapons in NATO would be accepted by Canada within whatever control arrangement the alliance worked out.

MONTREAL

Bellowing like an elephant with a hot tail, the first Canadian-made Starfighter interceptor, capable of flying a more than twice the speed of sound, made its official public appearance recently. The sound made by the million-dollar CF-104 as its afterburner cuts in can be compared to an elephant trumpeting in pain or rage. The airplane also has a hot tail: 15,800 pounds of thrust from its single jet engine. The fighter plane was the fourth of its type to roll off the assembly lines at Canadair and is one of 200 which will be built at a rate of 12 a month at the Montreal plant.

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BOOZE

Germany's 1959 "wine of the century" may be working up the "headache of the century" for the Ontario Liquor Control board.

News from Germany is that the 1959 vintage wines of the Rhineland and southern Germany are beginning to work, that is, increase their alcoholic content at a spectacular pace.

The sun-drenched year of 1959 produced wines of spectacular quality. But the sun gave those wines such a high sugar content they aren't keeping at normal strengths.

This news has so worried the Ontario authorities, who stocked up heavily with 1959 wines, they have ordered three chemists to start immediate checks on Ontario stocks.

CAMPING

A mounting demand for overnight and holiday camping grounds in Canada has been created by the fantastic move into the great outdoors by Canadian and American tourists.

Resources minister Walter Dinsdale said in Sydney, N. S. recently that a survey by the federal travel bureau shows camping grounds are second only to motels as the most popular accommodation for U. S. visitors.

He said 350,000 persons used the camping grounds in Canada's national parks last year, 45,000 more than in 1959. Smaller camp grounds for overnight stops were being built every 100 miles along the route of the Trans-Canada highway in a bid to attract tourists.

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**CAROLYN SABEY WINS BANK OF MONTREAL
SCHOLARSHIP AWARD**

Miss Carolyn Sabey, daughter of F/L J. M. Sabey (Wing Serv. O), was chosen as the best Grade XIII student in 1 Air Division for last year by Dr. Campbell and the Air Division school principals. Miss Sabey was chosen for her character and leadership ability in addition to an excellent scholastic record.



In recognition of her achievement the Bank of Montreal awarded a prize of \$100.00 which was presented to Miss Sabey during the final assembly late in June. The award was made on behalf of the General Manager of the Bank by H. H. Robertson, the local manager.

Our congratulations to Carolyn in bringing this award to 4 (F) Wing for the first time.



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To all the newcomers at 4 (F) Wing we would like to extend a "herzlich willkommen" and may your tour here be of the utmost benefit to yourself and the RCAF.

With you "newies" in mind we have filled a few columns in this issue with some useful information and bit of sage advice. We know that it is "old hat" to the oldtimers but we beg their indulgence. We all stepped off that train in Rastatt from Paris with the same bewildered look that is so common to all newcomers. And probably most of us "old sweats" will remember, as like little children, we began uttering the first few words that would have brought joy to our mothers' hearts (many years ago, that is)

"ein bier, bitte!!!"

Then, as the days passed and our courage and German increased fantastically we learned to say; —

"noch ein bier, bitte!!!"

And heck, once you are here for a couple of years you can boast that there isn't a gasthaus in Germany that can throw you (language-wise, that is).

These past summer months have seen a great number of personnel changes. Old faces have gone but new faces take their place almost immediately.

For those of us with less than half our tour left we feel very envious of you newcomers. You have four full years ahead in which to go and see countries and cities that the vast majority of Canadian civilians never even dream of visiting in their lifetime. You can very easily in your tour here —

- 1 take in a bullfight in Spain (and cheer for the bull).
- 2 Ride the Grand Canal of Venice in a gondola (complete with singing gondolier if you are lucky).
- 3 Enjoy the never-to-be-forgotten sights of the blooming tulip fields of Holland. No artist is bold enough to fill his canvas with the riot of colours before your eyes.
- 4 Take cautious peeks at the bikini-clad French damsels sunning themselves on the French Riviera. Us "old sweats" still break out in goose bumps when we think of it.
- 5 Stroll through the Vienna Woods or enjoy the many historical sights of the famed city. We suggest you visit a hauntingly beautiful night spot called "Maxims". You will see more bare flesh in two hours than most surgeons see in two years. Quaint but nice.
- 6 Visit the ancient Romain Colosseum in Rome or stand for hours enthralled at the priceless and sacred works of art in Vatican City.
- 7 Buy a special insurance policy in Pisa which covers your car in case the Leaning Tower should accidentally topple over while you're there.
- 8 Using the kids as an excuse spend a whole day in the Basel zoo in Switzerland.
- 9 You name it and you can see it. If it's not behind the Iron Curtain it's yours for the driving.

Perhaps our finest memories of our tour at 4 (F) Wing when we return home will be of the many pleasant and beautiful spots in the Black Forest. To you "newies" with wheels we suggest that every chance you get hop into the car with the family and get "lost". Drive up into the pine covered hills, take any and all roads you see, and you will "discover" to your enjoyment some of the quaintest little picturesque villages and towns on the face of the earth.

And so, to you newcomers to 4 (F) Wing if you have never taken advice before, please take this bit. Enjoy your four years in Europe, especially in Germany, for you may not pass this way again.

LIVE ON THE ECONOMY AND LIKE IT

Almost half of the families stationed at 4 (F) Wing live on the economy. This means that approximately 350 husbands must find accommodation for their families in German towns and villages. If a survey were taken of all people who have had this experience, there would probably be as many different opinions as there were interviews. When a family receives a transfer to Europe, there are usually a number of people ready to tell all about their own experience overseas, with the result that the family may arrive with pre-conceived ideas of what to expect, only to find that they had been given the wrong impression.

It must be admitted that there are numerous obstacles to finding a satisfactory and happy life on the economy; but these difficulties are not insurmountable. The first requisite for success is an open mind. This followed by a desire to understand and appreciate the German way of life, and then a determination to take full advantage of the opportunities provided by a tour in Europe.

What are some of the specific problems? First and foremost is the language barrier. This is rated at the top because many of the difficulties which are taken to the Housing Office are a direct result of misunderstanding the language, and thus are cleared up when a competent interpreter is called in. Living on the economy gives one an excellent opportunity to learn the German language, especially when supplemented by the language lessons available free of charge at the Education Building.

A second difficulty is the inability to adjust to new ideas, and this is where an open mind is a necessity. German rules and regulations concerning renting are considerably different from the Canadian ones. It takes time to adjust to this new thinking and, even though the landlord may try conforming to Canadian standards, if it ever becomes a question of law, then local regulations naturally apply. It is wise to learn exactly what facilities are covered in the basic rent price, and what requires additional payment.

A third problem stems from differences between Canadian and German standards for sanitation, purification, and general household comforts. Most often the European standard is lower than Canadian. German houses do not always have hot water tanks and when they do, they are not kept heated the year round.

Heat is provided only between 1 October and April 1, and temperatures are usually 10 degrees lower than in Canadian homes. Houses are not as weatherproof as may be desired since they are not built to withstand zero temperatures, so heating costs go up but the warmth does not; finally, sanitation. New homes have modern bathrooms but many older places, in a makeshift attempt to provide for the needs of Canadians, have bathroom facilities in the kitchen, or a toilet in an unheated part of the attic, or some other ingenious solution. Results are often humorous and amazing, but still inconvenient. It is good to know that showers with lots of hot water, and laundry rooms with electric washing machines are available on the station specifically for families living on the local economy.

Now a paragraph about business problems. Most landlords are quite willing to order your coal, pay for gas, light and water, see that garbage is collected, and arrange for the chimney sweeper. This appears satisfactory at first glance but many difficulties arise when he presents the bill for these services. It is much better in a long run to do all these little jobs yourself. Order your own fuel, pay the light company etc. and in every case, get a receipt to keep on file as long as you are in Europe.

Thus far we have considered only problems. It is only fair to look at the other side of the picture and list the advantages.

- 1 Living in a town or village gives one a unique opportunity to practice the German language and to acquire a better insight into the culture, customs, and habits of the community, particularly interesting are the many festivals and celebrations for which this country is famous.
- 2 Being on the economy, one does not have too close a relationship with the neighbours. There are not so many people confined to a restricted area as in PMQs and therefore fewer inter-family squabbles result. In a German village, there is more privacy and one feels free to follow pursuits which would be disturbing to a close neighbor. The "Familiarity Breeds Contempt" adage can be avoided on the economy.
- 3 Variety is the spice of life, and the Air Force prefers its members to have a broad understanding of many different aspects of life, as well as of the various jobs and duties they may be called upon to do. Living on the economy, provides an opportunity to achieve this broader outlook, where as living in PMQs is like being in a transplanted bit of Canada.
- 6 School buses provide transportation to the Rhine Valley Park Dependents School so that the children are able to attend a Canadian school. It is an inconvenience to have to bring a lunch to eat at noon, but there is more to education than formal classroom lessons, and contact with German young people provides some of this extra curricular learning.

There are problems to be met when living on the German economy, but there are advantages too, so whether or not you can be happy depends upon your approach to the situation. Do you consider it an imposition and hardship, or will it be an opportunity? Most people jump at the chance to come to Europe. It seems foolish then, to waste time being unhappy about inconsequential things when there is a whole new vista to be explored and enjoyed.

The percentage of families who don't want to move from their civilian apartments into PMQs proves that it is possible to live on the economy and like it.

The big-time Clarley said to the well-stacked Indian girl, "I've got two-bits that says I can take you out and show you the best time you ever had."
"I've got a buck that says you can't", retorted the girl.

"Is the doctor in?" whispered the man with laryngitis into the phone.
"No", the nurse whispered back, "Come on up, but be very quiet."

Metzgerei Wild · Huegelsheim

and in PMQ Shops

First Quality in Meats and Sausages

Delivery to the Officer's Mess and other Institutes

OVERCOME THAT MEASURING BARRIER!

You're in the middle of Frau Schmidt's favorite cookie recipe, and are stopped short by the notation "150 grams flour".

A German friend tells you in horror that it was 38 degrees during his Italian vacation and you don't know whether he sweltered or froze.

Your car needs 10 gallons by gas and the attendant asks, "How many liters, please?"

You can protest until you're on the boat home that "we don't measure that way in Canada", but it's a waste of energy. There's very little chance that Europeans will come around to our way of measuring because theirs is so much simpler and more efficient.

The U.S., Canada and Britain are the only countries in the world that use the archaic system of feet and inches, and ounces and pounds. The foot, for example, dates back to the earliest attempts to measure by comparing with parts of the body, and in the 18th century there were as many as 280 variants of this unit being used in Europe, based, no doubt, on the feet of 280 different people.

The French took the lead

This was too much for the mathematically-minded French. They devised and adopted the simple metric system in 1795, followed rapidly by other countries.

But all efforts to establish the metric system in the United States and Canada have failed (although scientists there use it), and schoolboys must still stumble over converting 100 inches into yards — a problem that never torments their foreign counterparts.

Try to think metrically!

Living in Europe is a lot simpler for the Canadian who thinks metrically. He can go into any store and order with authority, without depending on some helpful sales clerk or fellow buyer who will convert for him.

If you start out with two basic facts, you'll do fine with the metric system from the beginning. First, remember that measurements are based on 100, not all kinds of numbers like 16 ounces to a pound, or 5,280 feet in a mile. Second, the prefix, "centi" means hundredth; "kilo" means thousand.

Remember:

Thus, a meter has 100 centimeters; a kilometer has 1,000 meters. Similarly, a kilogram has 1,000 grams, a liter 100 centiliters, and so on.

As we said, it's much better to start thinking metrically instead of always converting from Canadian measurements, but one has to start, of course, from comparisons:

- A meter is about 39 inches;
- A kilogram, or kilo, is 2.2 pounds;
- A liter is $1\frac{3}{4}$ pints;
- A kilometer is $\frac{5}{8}$ of a mile.

For practical purposes, though, you don't have to be so exact. Supposing you want to buy some yardage for a dress. Since a meter is slightly more than a yard, you know you'll have some left over if you order four meters when the pattern calls for four yards.

Or you need 10 gallons of gas. Since there are about four and a half liters in a gallon, you'll buy 45 liters.

Shopping for food, you have another help, because the Germans commonly measure by the pfund, or pound. A pfund is a half kilo, or 500 grams. This makes it slightly more than our pound (454 grams), but for most recipes the difference is unimportant.

Ein Achtel Wurst, bitte!

A delight to the housewife with a small family is the German custom of selling foods in very small quantities. If you want just enough brussel sprouts to feed two people, order ein halbes pfund (half pound) and the clerk will measure and wrap it as politely and painstakingly as if you had ordered two kilos.

Or if you'd like to serve a large variety of cheese and sausages you can order them by the quarter or even eighth of a pound. A quarter pound is ein Viertel; an eighth of a pound, ein Achtel.

Milk, cream, wine and other liquids are measured by the liter — slightly less than a quart. Although milk is now being sold in cartons as well as bottles, many Germans on a strict budget bring along their own bottles to be filled from a milk can. You can do this with wine and liquors, too, to save money, or even with vinegar, oil, shampoo and even liquid floor wax.

Recipe Problems

When it comes to recipes, things are not so easy. Germans have never heard of measuring cups and spoons, but use scales instead. This is a much more exact system, which eliminates such Canadian complications as sifting flour before measuring it. A hundred grams of flour, after all, weigh 100 grams, sifted or not.

You won't be far off, however, if you estimate a cup of sugar as 200 grams; a cup of flour, 150 grams; a teaspoonful, 5 grams; a tablespoonful, 12 grams.

"Cook until tender . . ."

German recipes are, in any case, much less precise than Canadian ones. They commonly require that one "brown the meat, add some onions, some tomato paste and some flour and then water and spices and cook until tender." The rest is left to the cook's imagination.

Shopping for clothes is probably the least of your problems. If the purchase is for you, the salesperson can easily estimate your size. Many large department stores have conversion tables or Canadian and German sizes, and most salespeople who commonly wait on Canadians know these by heart.

Courtesy: THE BRIDGE

Ladies and Gentlemen!

Do you know your Beauty Parlour and Barber Shop on the base, located close to the Station Hospital?

We offer good service with the latest equipment, and at reasonable prices.

Opening Days: Tuesday to Friday from 0900 to 1800 hrs

Saturday from 0900 to 1700 hrs

R. C. A. F.



SOME GERMAN KITCHEN WORDS

ingredients die Zutaten
to season würzen

Spices = die Gewürze

salt	das Salz
pepper	der Pfeffer
celery salt	das Selleriesalz
bay leaf	das Lorbeerblatt
thyme	der Thymian
paprika powder	der Paprika
all spice	der Piment-Pfeffer
sage	der Salbei
curry powder	das Currypulver
caraway seeds	der Kümmel
garlic	der Knoblauch
nutmeg	der Muskat
cinnamon	der Zimt
ginger	der Ingwer
clove	die Gewürznelke
vanilla	die Vanille
lemon extract	das Zitronenaroma
orange extract	das Apfelsinenaroma
almond extract	das Mandelaroma

Fruits and Vegetables used in Cooking

banana	die Banane
apple	der Apfel
applesauce	das Apfelmus
onion	die Zwiebel
parsley	die Petersilie
celery	der Sellerie
carrot	die Karotte
potato	die Kartoffel
raisin (without seeds)	die Rosine (ohne Kerne)
date	die Dattel
orange	die Apfelsine
orange juice	der Apfelsinensaft
orange rind	die Apfelsinenschale
lemon	die Zitrone
lemon juice	der Zitronensaft
lemon rind	die Zitronenschale
candied orange and lemon peel	kandierte Zitronen- und Apfelsinenschale
mushroom	der Pilz (usually: Champignon)

Wines and Alcoholic Beverages for Cooking

wine (white) (red)	der Wein (weiß) (rot)
rum	der Rum
cognac	der Kognak
sherry	der Sherry

Nuts

hazel-nuts	die Haselnüsse
walnuts	die Walnüsse
pecan nuts	die Pekannüsse
almond	die Mandel
coconut	die Kokosnuß

Other Miscellaneous Ingredients

cream (sour) (sweet)	die Sahne (saure) (süße)
buttermilk	die Buttermilch
whipped cream	die Schlagsahne
egg (white) (yoke)	das Ei (-weiß) (-gelb)
cheese	der Käse
margarine	die Margarine
shortening	das Fett
salad oil	das Tafelöl
peanut butter	die Erdnußbutter (buy at Reformhaus)

honey	der Honig
syrup	der Syrup
chocolate	die Schokolade
cocoa	der Kakao
marshmallows	die Marshmallows (buy at candy store)
gelatine	die Gelatine
starch	das Stärkemehl
baking powder	das Backpulver
soda	das Natron
mustard	der Senf
horse-radish	der Meerrettich
Worcestershire sauce	die Worcestersoße
vinegar	der Essig



PLAYER'S

"Son, I want to give you some good advice before you get married", said the father to his boy.

"First of all, make it clear to your bride that you reserve the right to spend one night a week with the boys."

The son agreed this was sound advice, and asked what else the father would advise.

"Don't waste it on the boys", counseled Daddy.

Sports and RECREATION

SOCCER NEWS

Since the Friend's Day soccer match, the 4 (F) Wing team have engaged in three games with the FFA, namely the Artillery and the Senior NCO's. Two games were played at 4 (F) Wing, and the third, at Baden-Oos. All three games concluded in the traditional fashion over well laden tables of food and refreshment, accompanied by speeches of thanks by representatives of both sides. It was gratifying to hear the station team praised by the French for their standard of play and sportsmanship.

Commencing in September, the team will train twice each week. The training periods will be broken down into two sessions, one devoted to callisthenics, under the capable supervision of Cpl Bob Wiggins, and the other, to tactics and ball play, watched over by eagle eyed coach "Stormy Gale".



COACH "STORMY" GALE

Good news for the team, is that Terry Roffe, side-lined for over a year following a major operation, will soon be playing again. Terry has been sadly missed, and his re-appearance in the team will result in considerable strengthening of the side. Word has it that a certain Scotsman is also on his way to the Wing from Cold Lake. Likewise, it has been learned that he is an ardent soccer player. He will be welcomed into the fold, although the problem of the rest of the team having to put up with two men shouting advice to their team mates in the strange language that folks from this part of the world use, has yet to be resolved. "Scotty" Dougal, who, to date has taken this chore on his "wee Scotch shoulders" will no doubt be encouraged to learn that he will be assisted in this department in future games. (Heaven forbid.)

Among the rest of the team, it is pleasing to note that right back Stan Prime improves with each game, and is developing into a most determined and successful defender. Goalie, Bill Wilson, who offered to fill this position with only a basketball background behind him, is also shaping into a first class performer. Despite a nasty crack in the face at Baden-Oos, Bill performed resolutely between the posts, and should continue to improve as the season advances. Bill Nash is getting into his stride, and "Flying Dutchman" Rudi Last improves with each outing.

Looking into the immediate future, games are scheduled at home on 29 August against the American army, 31 August away at Baden-Oos with the FFA, Sept. 7 will see the team at home against the Kehl Customs, with a return game at Kehl on the 14th. Spectators and all interested personnel are cordially invited to come along and cheer the team on.

A Soccer meeting was held recently in the Recreation centre, at which time a committee was elected to guide the destinies of the team. F/L MacKay WRecO was in attendance, and was most helpful in helping to iron out the various problems that came up for discussion. Our thanks to you, and your staff, Sir, for help in the past, and assistance offered in the future.



Taste the cream!



Touring our Flugplatz



419



SQN

419 Squadron

by F/L WJ Penfold

Well, the summer is over, the tans are fading, and Bruce is again thinking of heading South where the weather is warmer and the coming fog less frequent.

During the past few weeks, the Squadron said "Goodbye" to two of the Aircrew who are returning to Canada. F/O Chuck Irwin goes back to the rigours of civilian life in Vancouver, and post-grad work and study at the University of British Columbia. F/O Dick Hutton also left recently to take up a "ground-pounding" profession. He'll first be attached to RCAF Station Downsview, and from there go onto course, probably at Camp Borden. We wish both Chuck and Dick every future success.

Football is again under way with light practices being held to start the season. All those Squadron members interested should keep their eye on the notice boards for time and place of practices.

Congratulations are in order to "Pooz" and Bev Clark on the arrival of a new tad to 16/2. The baby was a girl, and like all females has the father chasing helter-skelter here and there. You can't miss "Pooz" now. He's the one with the baggy eyes and wet uniform.

Cheers...



F/L R. F. PATCHING

F/O J. C. G. PARE

419 "NEWIES"

CHOP 93:

F/L Roy Patching is one of the older members of the Squadron, and has both RAF and RCAF experience behind him. Roy calls Hounslow, Middlesex, England his home, and from there in June 1943 joined the RAF. After the War, he stayed with the RAF, and spent much of his time with Training

Command. He was discharged in 1953. to stay approximately three years on civvy street, when the lure of flying brought him back, this time into the RCAF in July 1956. Previous to coming to 4 Wing, Roy was over four years again with Training Command at Gimli, Manitoba. Roy and his wife Dorothy are now settled in Lichtental, Baden-Baden, together with their three children.

CHOP 93^{1/2}:

F/O Guy Pare (pronounced Par-ay) hails from the Lake Tamiskaming area of Quebec — the town of Nedelec. After taking public school there, he transferred to Ottawa University to finish his Matriculation. Before joining the RCAF in Jan. 1960. Guy worked in the Ontario North. From Centralia, Guy took Navigation training in Winnipeg, the OTU at Cold Lake, thence to 4 Wing and 419.



F/O R. J. ENDICOTT

F/O J. A. M. LALONDE

CHOP 98:

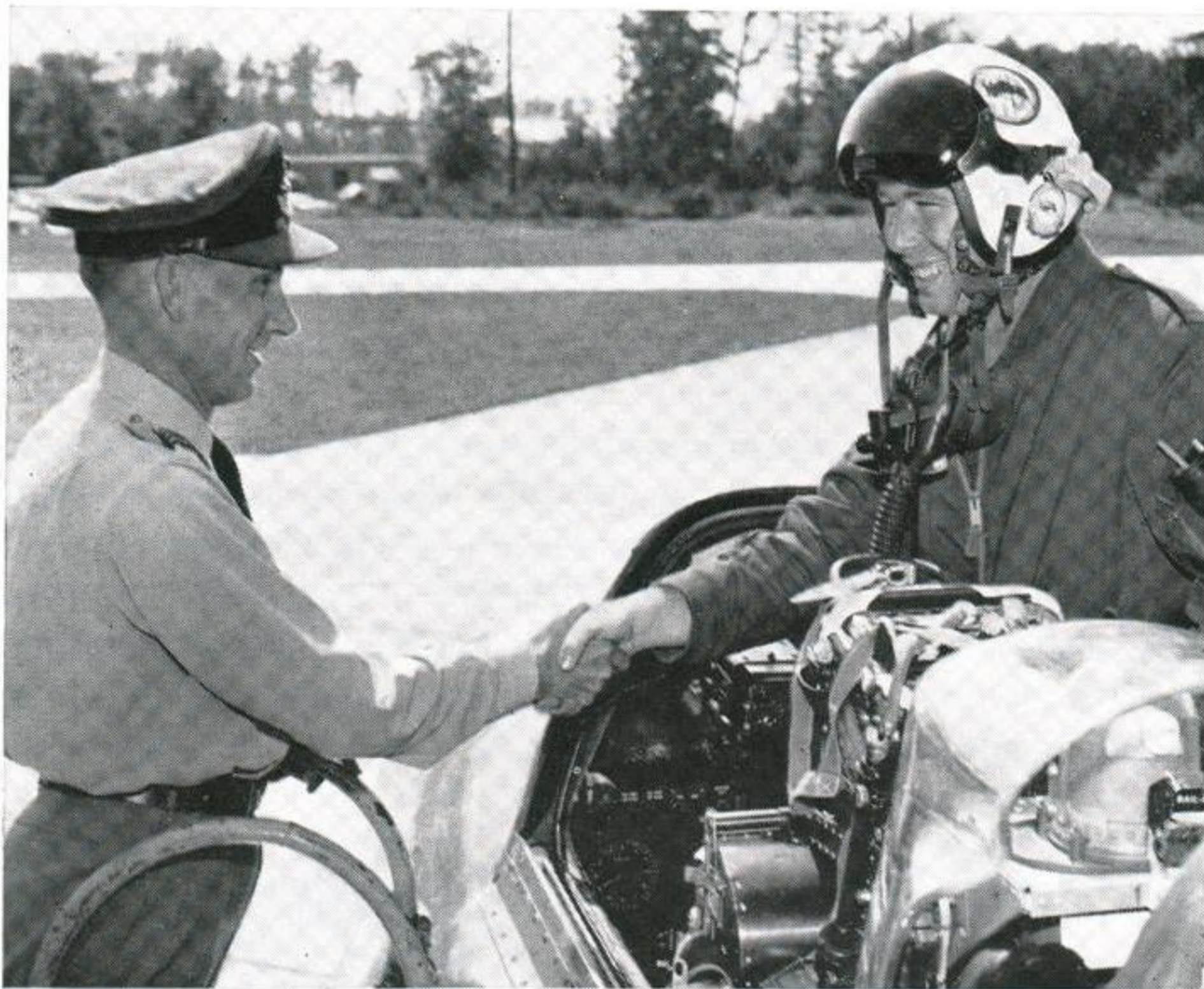
Another of the new pilots on the Squadron is F/O Bob Endicott, who has recently arrived from the OTU at Cold Lake, after the regular tour of Centralia, Penhold, and Portage. Bob, who joined the RCAF in October 1959, is 21 and is from Lindsay, Ont.



CHOP 98¹/₂:

The Navigation half of this crew is F/O Marcel Lalonde, who is from Montreal, a small railroad town in Quebec. After receiving his Matriculation, he joined the Service in Sep. 1959, and took the Centralia, Winnipeg, Cold Lake route to 419.

Recently, another CF100 "Driver" hit the magic 1000 hour mark at 419. This time it was F/O Jack Parkinson, who is shown in the picture being congratulated by S/L DG Selby.



Jack has been on the Squadron three years now, and expects to move over to operations in the CF100 simulator this month. He is an Englishman by birth and accent, and is from Bradford in Yorkshire. His Canadian home is Sudbury, Ontario, where his parents now reside. Jack enlisted in the RCAF in Toronto, Ontario, did the pilot circuit, finally arriving in 4 Wing in August 1958. When asked the secret of his 1000 hour success, F/O Parkinson replied, "Pad the minutes, and the hours take care of themselves".

TELECOM TIDBITS

by Hal

Saturday night the 5th of August 1961 — yep, it will be remembered by quite a few of our section personnel as the night they became full-fledged squares. Saturday night they graduated from the beginners' class of the Soellingen Swingers which are the 4 Wing's esteemed square dance club. Anyone who has not participated in this pastime has no conception of the fun they are missing. Saturday night's dance was also an invitational dance. Many clubs were invited and we had representatives from 2 Wing, 3 Wing, Air Div, Heidelberg, Karlsruhe and several others which I do not recall at this time.

Well folks how many of you have been on leave this summer? Quite a few of you have I suppose. Several of our fellows are taking off the end of August for a trip to Yugoslavia and Greece. How many of you have been to these

countries? Not too many I don't believe. I do know though that I will be going to these countries if I get the chance. I am waiting until Jack and Stan come back and benefit by their experiences. They can give me first hand information that will be very helpful.

Telecom is not doing at all well in the ball league but at least they are still in there struggling along trying their darndest to accomplish something. Come on guys surely you can muster out of your slump and come up with a couple of wins. I'd like to see you come up with wins and only wins. Good luck in all your future games.

Along about October the first or thereabouts Telecom's favorite sport will be in full swing. Yes sir, the newly renovated bowling alleys with electronic foul lines, etc. will be in full session. I imagine we will be quite surprised at the drop in our averages. Many people say they do not cross the foul line — but time will tell. I only hope that now that they have they will be used in league bowling as well as in the roll-offs. That means of course that you will be able to lose 15 points every time to cross the foul line. I hope that once again we will see our buddy Mort behind the head counter at our bowling emporium.

We have said good-bye to LAC Chuck Lawson and his family and in the very near future we will be saying good-bye to LAC Mel Prout who will be on his way to Canada in November. Cpl Bill Polley, known to his billiard playing buddies as "Polley the Potter", one of our squadron Telecom boys will be going home this fall.

Over Building No. 9 way we have said good-bye to LAC Curt Borden who has left for Canada. Also in a short while we will be saying "so long, it's been good to know you" to LAC Angus McPhie, Cpl Niskanen, Cpl MacGillvary, Cpl Goselyn and LAC Bob Lamoreaux. As their replacements arrive we will, of course, introduce them through the medium of our station magazine with the aid of photographs.

Telecom seems to have been well behaved over the last short while as nobody has crumpled any fenders or hit any of the expensive forestry here in Germany.

Our two golfers are continually trying for the prizes in the various tournaments that they enter but so far only headaches from the sun, of course, have been won. I must admit though that they are making a good stab at it. Stan has won three golf balls for obtaining low Net Score, while Jack won one golf ball for Hidden Score.

Do you want a hint on where to find some very excellent food and service? Try the Goldenes Kreuz (The Golden Cross) in Baden — I'm told that the food there is beyond compare.

Next month we hope to have some photos of the various activities that our section personnel participate in. So until next month I shall say Aufwiedersehn.

PS: MONDAY EVENINGS AT 9:00 P.M. TUNE IN TO C. F. N. SOELLINGEN FOR DAVE PETERS AND HIS "HAPPY POLKA PARTY"



L. GERSTENMAIER

VW-WHOLESALE TRADE

for Baden-Baden Air-Base Soellingen
and the districts Rastatt and Buehl

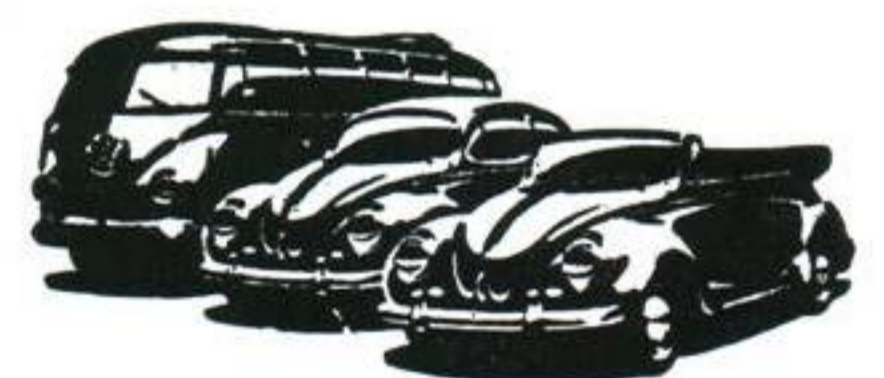
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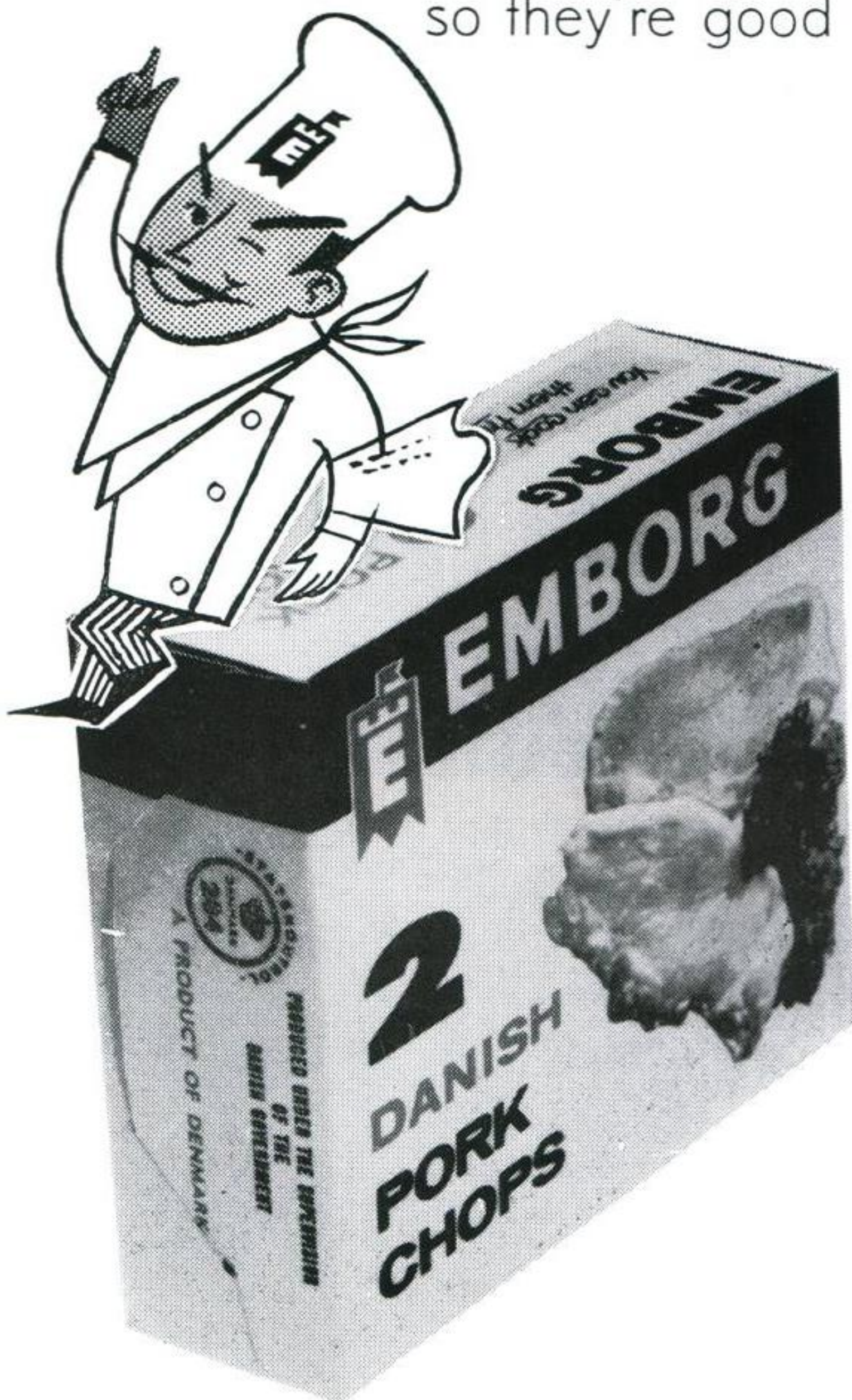
ON HIGHWAY 3 **SINZHEIM** PHONE STEINBACH 526

„Our Representative, Heinz Brenneisen, will be at the Main Gate on Wednesday Afternoons.“



EMBORG PORK CHOPS

They're Danish
so they're good



Emborg Fresh Frozen Meat
keeps f r e s h e r longer



EMBORG
AALBORG DENMARK

Workshops Quips

CHUCK THORNHILL

This month we start off by introducing the new members of our shop. Our single boy Ernie Messner comes to us from CEPE Ottawa. This is Ernie's second tour in Europe, his first being at 2 (F) Wing. Bill Filby comes from Saskatoon. After being in semi-retirement he is looking for some excitement and good times while here at 4 (F) Wing. Bill is married and at the present time is a resident at the health centre of Europe (Baden-Baden). Bob Royer our new machinist comes to us from the refrigerator station (Cold Lake). Bob is married and living in Rastatt. After seeing the rain Bob is sorry he couldn't bring some of that prairie sunshine with him. Pete LeBlanc — our westerner from the east comes from Comox. Pete is a refinisher, is married and he also lives in Rastatt. Pete says he is used to rain and he sympathizes with us.

Our carpenter, Johnny Dicaire seems to find Italy quite the place and thought the people there would have better use of his trailer than himself. The full story isn't out as yet but, I did hear something about loose nuts and grinding bearings. John was saying that the beach on the Riviera is hard on a man's navigation, with a few pebbles and Bikinis. Problems such as this shouldn't be so much of a hardship. Well — what do you say boys.

Ron Sawyer — one of the elite of the painting trade seems quite happy these days with the excitement of the homeward trip in a few months. Ron has that blue Zephyr you see around the shop. The one that changes from time to time with new chrome being added, lights etc.

Lloyd Abernethy — our stout hearted man of Wing Maintenance Orderly Room deserves a pat on the back for his earnest co-operation in helping us. Lloyd has been practicing on his game of darts and will take on all comers who dare to challenge him.

Our holidayers — Gerry Frey, Ted Richards and their families will be back from their trip to Italy and points south by the time of publication of this month's Flieger. Perhaps next month we can have some comments of their trip and perhaps a few do's and don'ts.

This month we have an interview from an association of ours. Although the interview is in part, perhaps you will understand why it was cut short: —

Q. "You have been associated with us for some time now and perhaps you'd like to make some comments?"

A. "Well yes I would, it rains a lot here."

Q. "Are you married?"

A. "Well yes I am."

Q. "Are you a family man?"

A. "Well yes I am, I have five."

Q. "Five, well thats nice. What are they?"

A. "Kids. What do you think?"

"I was just asking."

Q. "Do you have a car?"

A. "Well yes I do, its one of those TINMIJIX."

"I have never heard of that make."

"Get educated boy."

Q. "Do you travel much?"

A. "Only when I have to, I'm not much for movement."

"I don't think the editor will print your interview."

"Well he should, tain't every day he has a chance to interview me."

"One more question, how do you spell your name?"

"Well its like this — IMAJIX NIXTUM."

As you can see this fellow has problems, but I guess we all do at some time or another.

Well folks this about sums up this months Workshops Quips and remember a tool or machine is just as good as its user, so keep it up and yourself clued up before you're chewed up.

SKILL AT THE WHEEL



Back L to R:
Cpl Bulmer,
LAC Port,
LAC Materi,
LAC Colborne,
LAC Thibault
Front L to R:
LAC Wilkie,
LAC Hawkins,
Cpl Frost

On Fri 18 Aug the boys of the MSE Section once again proved their skill in the annual Safe and Skilled Driving Competition.

In the presence of the Commanding Officer, G/C McNair, and the CTSO W/C Markham the competition, commonly known as the Truck Roadeo, finally got under way after all judges were rounded up and briefed on the procedure for scoring the contestant.

In the civilian competition Herr Pfetzer drew the much dreaded number one position and finished second, losing to Herr Ernst with Herr Franz taking third place.

These boys put on a very good show of operating a stake truck after many months of operating fuelling tenders.

In the Service trials the two to one favorite Cpl Frost lost out to Lac Hawkins with Lac Wilkie coming third after a tie-breaking run off with Lac Materi.

The skill displayed by the winners would indicate that 4 (F) Wing personnel should place high on the list in the Air Div finals being held in 3 (F) Wing on 7 and 8 Sep and also it is hoped we have a winner in the finals held in Ottawa in the latter part of September.

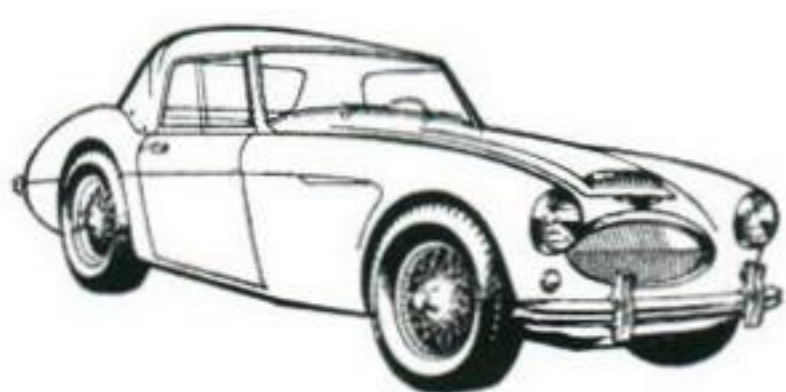
Following the competition everyone assembled in the Mixed Lounge where the presentation of the prizes were made by Mrs. Mary Ing on request of the CTSO.

To the runners up we would like to say "Good Show" fellows and better luck next time, and to the personnel of the various sections who acted as judges we would like to extend our appreciations.



The Serpentine obstacle proved a difficult one for most contestants. The cold, ruthless and beady eyes of the judges prevented any disputes.

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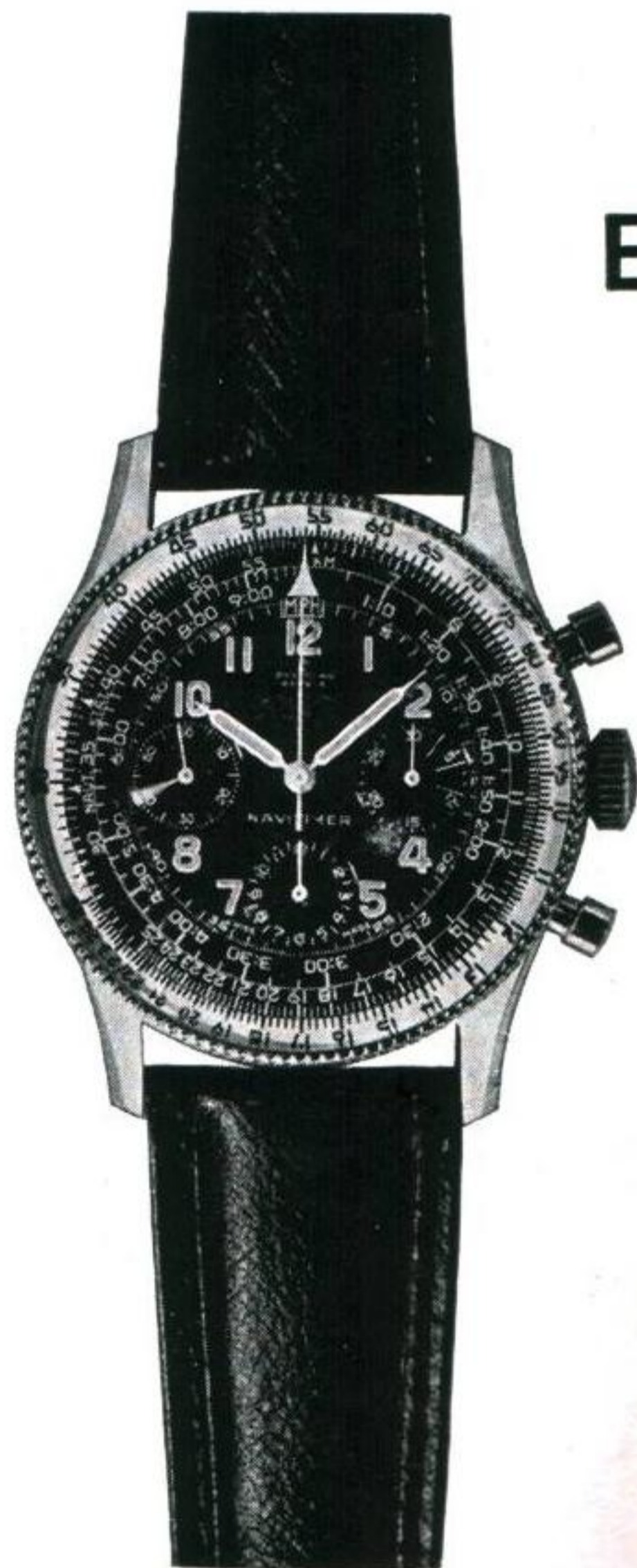
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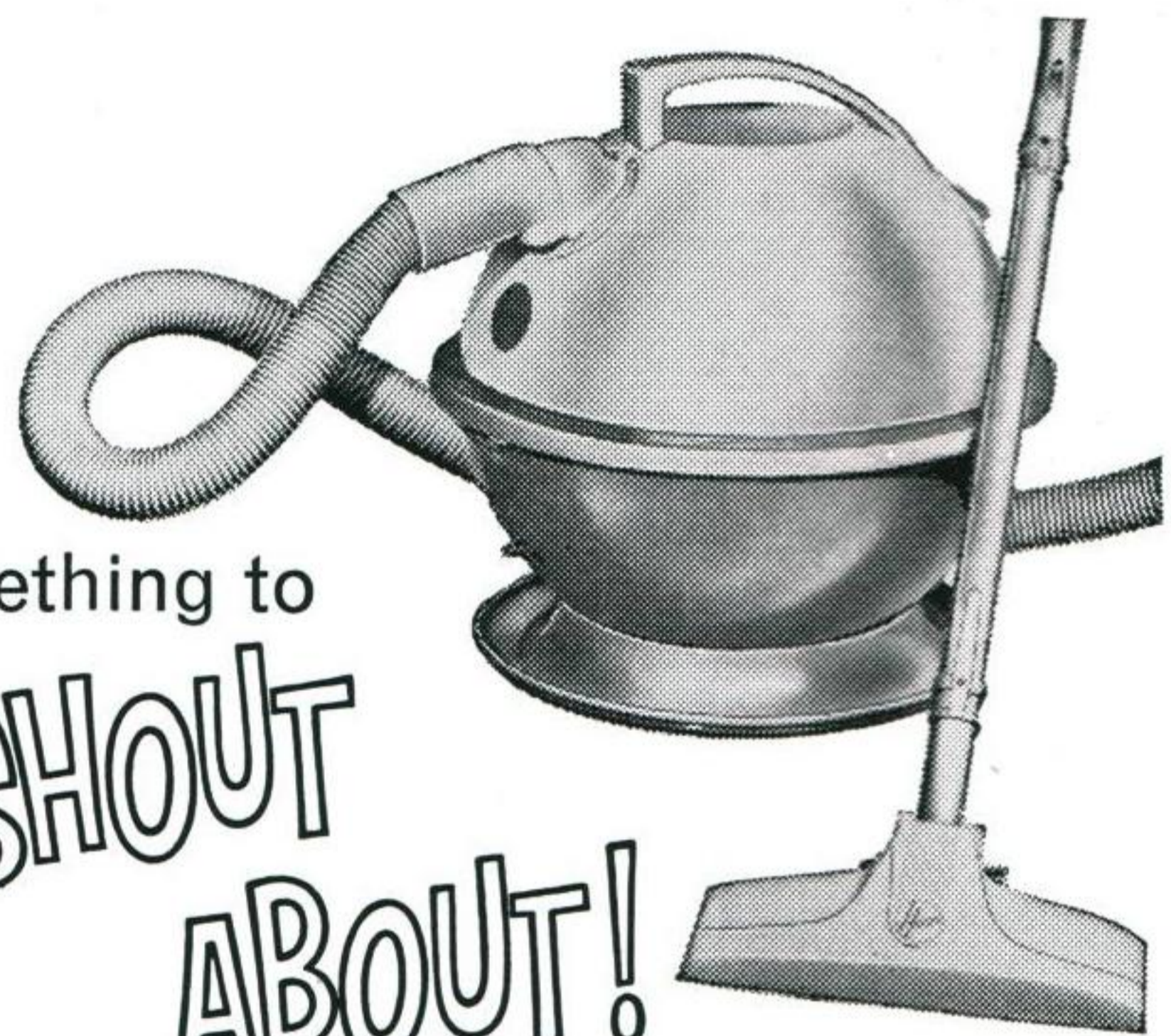


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