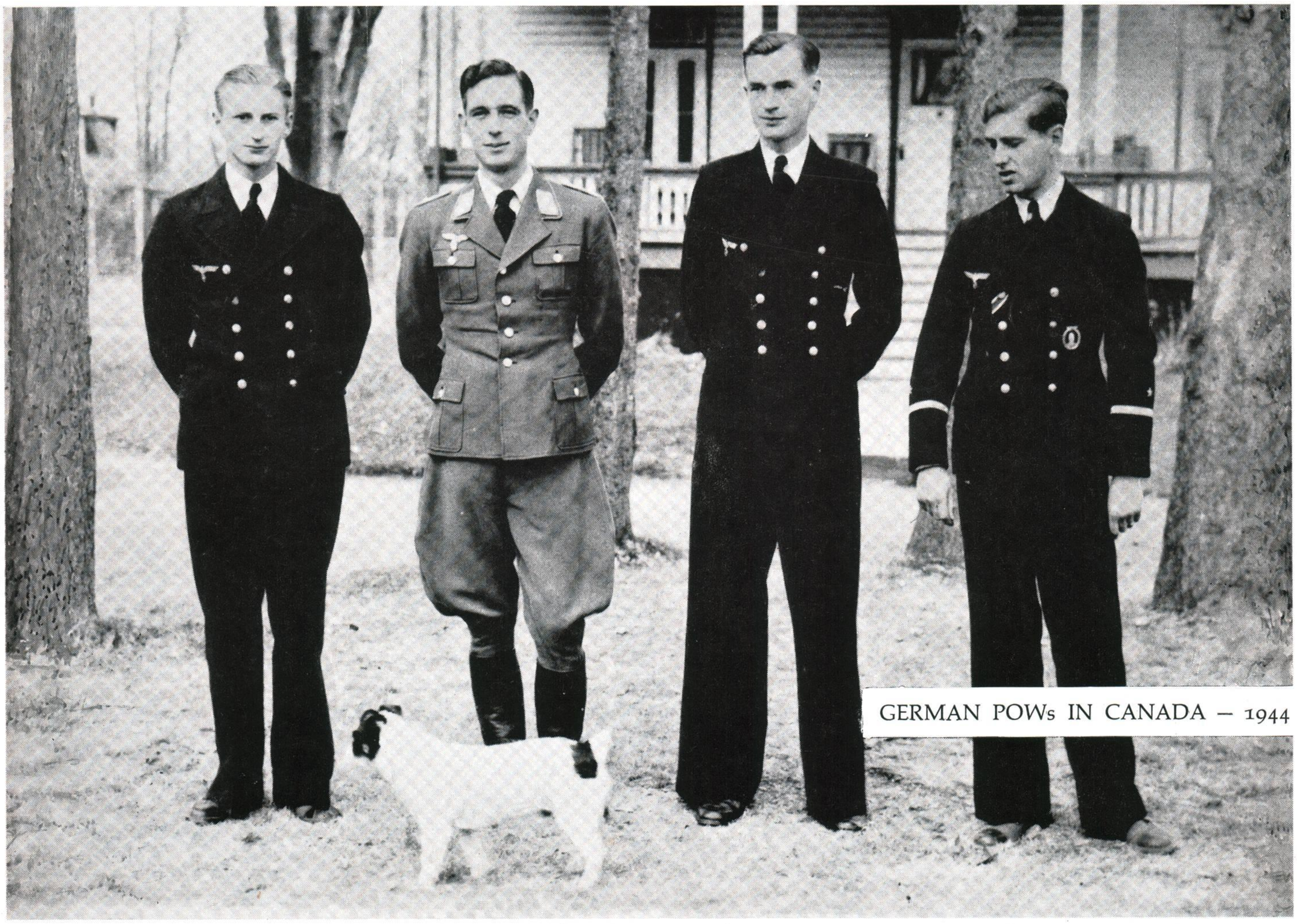
4 (F) WING (RCAF)

Schwarzwald Flieger



GERMAN POWs IN CANADA — 1944

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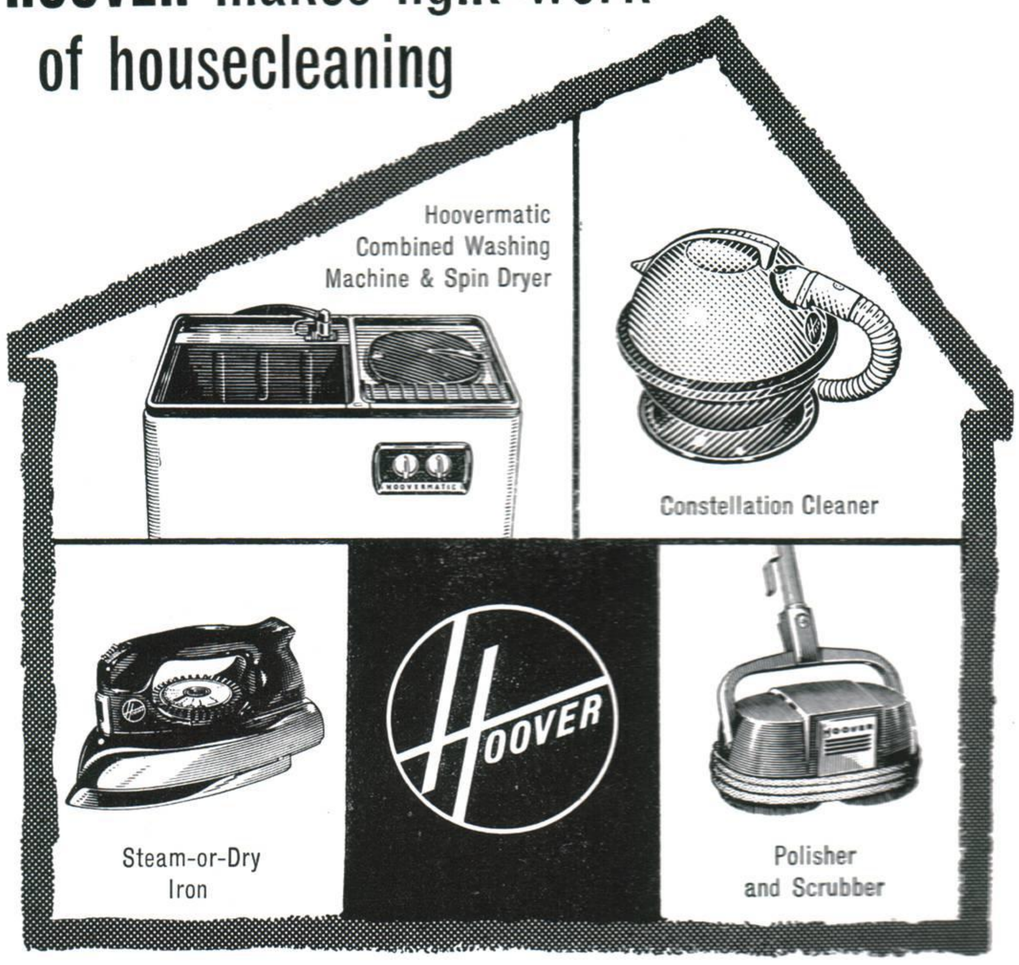
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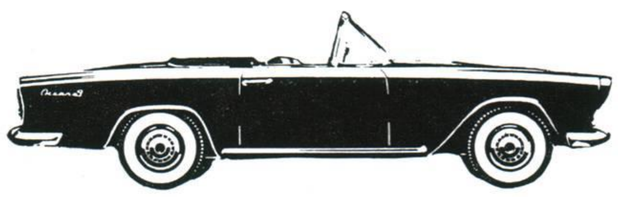
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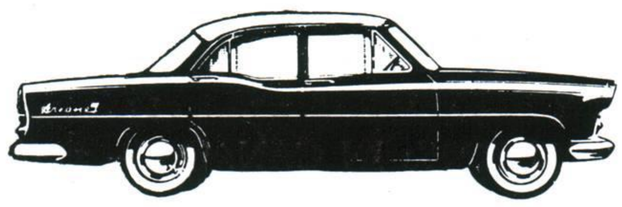
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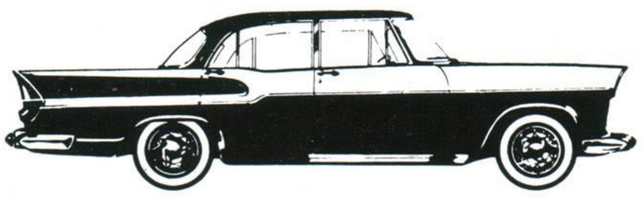
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HERZLICH WILLKOMMEN!

Our new Commanding Officer, G/C J. J. Jordan AFC, CD, took over official reins of 4 (F) Wing on 15 September 1961 thereby replacing G/C R. W. McNair DSO, DFC, CD. Accepting the post as CO of "THE WING" was another milestone in G/C Jordan's long and varied career in the RCAF.

G/C Jordan was born in Drumheller Alberta. If the subject is pressed he will admit to Calgary being his present "home town" if for no other reason than he has relatives there.

G/C Jordan (or should we say Provisional Pilot Officer Jordan) joined the RCAF in 1939 and received his wings in 1940 at Camp Borden. His wartime career was "mostly instructing" but during the last stages of the war he completed the Liberator OTU in Boundry Bay. War's end saw him in Sydney N. S. flying Cansos out of the operational base there.

From 1945 to the present G/C Jordan has moved around a fair amount. In 1945 he attended the Empire Central Flying School in England and in 1946 he was at AFHQ in the Directorate of Training. The year 1948 saw him at the Armed Forces Staff College in the USA and in 1951 he was attached in Washington to the NATO Standing Group Air Training Team. In 1954 he was appointed commanding officer of Stn. MacDonald Manitoba where he remained until he was sent to National Defence College in Kingston in 1956.

Perhaps the most interesting assignment (especially to the layman) of his career came in 1957 when he was named Director of Flight Safety at AFHQ Ottawa. In the G/C's own words his directorate was responsible for "advising the CAS on all matters of flying safety; supervising the investigation of all aircraft accidents within the RCAF; recommending corrective measures and generally assisting the executive agencies in AFHQ on flight safety measures".

G/C Jordan was accompanied to 4 (F) Wing by his wife and their three children; Ross aged 17, Susan 14 and Sharon aged 11.

The staff of the SCHWARZWALD FLIEGER wish the Jordan family the best of happiness at 4 (F) Wing and "Happy Touring" throughout Europe.

The "Schwarzwaldflieger" (Black Forest Flyer) is published monthly as a Wing fund Activity through the kind permission of G/C J. J. Jordan, AFC, 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 CAPTIVE YEARS

BY W. J. LEMMEX

Regular readers of the FLIEGER will remember that in the June edition an article appeared entitled One Of The Six Thousand which recounted the wartime activities of a German U-boat engineering officer, Oberleutnant Rolf Holz. This present story is its continuation.

Before the story opens I should like to list and extend my thanks to a fair number of persons who supplied pictures and/or material for my story on the life of a German POW in Canada. Naturally, the great bulk of the material came from the principal involved, Herr Holz, but attempting to give the story more depth and a greater meaning I called upon the following for assistance:

1 The Canadian War Museum in Ottawa. My letter was referred by the Director to Army HQ Director of Public Relations and they obliged me with three photos taken in the POW camp at Grande Ligne Quebec (for wartime security regulations simply known as Camp 44). Army PR branch under the direction of Lt. Col. F. K. Reesor was most prompt in offering its help.

2 Mr. John Green of Gainford Alberta who is a former member of the Canadian Army Veterans' Guard. During the last war Mr. Green was a guard at the POW camp at Seebee Alberta. Mr. Green provided me with the photo of the Vet Guards' band and an interesting letter containing a few of his impressions and observations of the Seebee camp. Mr. Green, now retired, is the father of F/L William Green attached to 427 Squadron based at 3 (F) Wing Zweibrücken, Germany.

3 The Director of Public Information and Consumer Services of the Calgary Power Ltd. provided us with a series of pictures of the Bow River system of power plants. At least one of these projects was constructed with the assistance of German prisoners of war; Oberleutnant Holz was included in this group.

4 My good friend, Pat Best, who is an editorial writer on the Ottawa Citizen did some research in the Canadian Army Historical Branch. He obtained photostatic copies of the site plans for both POW camps. This enabled me to give better description of the physical lay-outs of the areas rather than rely on the memory of one individual who lived there approximately eighteen years ago. Mr. Best started work at the Citizen about ten years ago as a cub reporter on the police beat. I knew his passion for journalistic detail and his ability to ferret out facts would find me anything I needed for this article.

5 For comparison purposes between Stalag Luft 3 (an Allied POW camp in Germany) and Grande Ligne or Seebee I have found two separate items of literature to be most helpful. One is the article appearing in the March 1961 edition of the *Roundel* entitled *For You The War Is Over* written by W/C C. D. Noble who is presently serving at AFHQ Ottawa. The other item is the most interesting book called *The Great Escape* by Paul Brickhill. This book appeared recently on the newstands in pocketbook format.

CHAPTER I

Policy Decisions

It is certainly not the intention here to make comparisons between the German and Canadian POW camps with malice aforethought. In making comparisons we attempt to illuminate the main subject. Differences between the two systems of imprisonment seem to have arisen from two main considerations — political expediency, and military necessity. In the relative calm and peacefulness of Canada during the war the Canadian military authorities stressed a high degree of re-education in the arts and sciences for the German prisoners. The Allied governments knew full well that if post war Germany was to rise as a free, industrious, and democratic nation the burden of re-building was to fall on the young, intelligent, and re-educated men in the POW camps. That such a policy was successful there can be no doubt today.

In Germany, after their tide of continued military successes began to ebb in the Fall and Winter of 1942—43, the people and nation gave scarce thought to the "re-education" of the Allied POWs. In actual fact, war prisoners in a country which is in physical contact with the enemy constitute a worrisome drain on vital foodstuffs and a potential source of sabotage in the event of escapes. Under these conditions the POW is regarded with suspicion, hostility and is usually subjected to maximum security regulations to prevent breakouts. Indeed, it was and is the duty of all POWs to escape and —

"If escape is impossible it then becomes his duty to do everything within his means to force the enemy to employ an inordinate number of soldiers to guard him, to do all he can to harass the enemy and to convince his captors that they have caught a very large, very active and troublesome bear by a slippery tail."

— **The Great Escape** page 8

Nervous moments

One of the terrible tragedies of the last war arose as an indirect result of the intense, demoralizing, and intolerable boredom which the Allied POWs were suffering at Stalag Luft 3, the maximum security camp some 100 miles southeast of Berlin. In March 1944 under cover of darkness 76 men gained their freedom by means of a tunnel 500 feet long and 35 feet below the surface. It stretched from a barrack block inside the prison compound, under the fences to a point just short of the woods bordering the watch towers.

Within hours after the alarm was raised a sizeable portion of Germany, already suffering serious losses on the Russian front, was alerted for the recapture of the desperate and fleeing Allied airmen. It was —

"eventually established that the rather staggering figure of 5,000,000 Germans had spent some of their time looking for the prisoners, and many thousands of them were on the job full time for weeks. That meant that the break was some sort of succsess . . ."

— **The Great Escape** page 196

Adolf Hitler, aroused to a fury over the confusion and disruption to his war effort, issued the infamous Sagan Order shortly after he had received a full report. This Order directed the Gestapo to summarily execute 50 of the Allied officers as soon as possible after their apprehension.

On the other side of the slate an incident was reported in England which could have lead to serious consequences. This story is not fully documented and a lot of facts are obscure but it illustrates the problem of having War prisoners confined to a country in direct contact with the enemy. Commencing with the opening of the all-out effort known as the Battle of the Bulge (Winter 1944—45) Berlin decided to instruct certain key German prisoners in England to plan a mass outbreak at the most opportune moment. How it was to be carried out is not known to this writer but the effect was to cause terror and confusion in England at a time when the German Army was to have smashed through the Ardennes and raced to the Channel in an effort to split the advancing Allied Armies.

The plan was discovered by the British and no outbreak was made as planned. However, it was indeeed fortunate for the English internal security forces to have had the vast areas of Canada in which to confine the bulk of the captured German prisoners. And these POWs in a country far removed from actual combat lived out their period of confinement in an atmosphere not possible for their counterparts in Germany.

Disadvantages in Canada

While the emphasis was placed on education for our German POWs in Canada the security aspect was not without its problems. Escape plans were hatched amongst the Germans which caused the Canadian authorities to be constantly alert. The Germans were by no means lacking for escape ability and one of the most daring and successful escapes of the war took place in Canada.

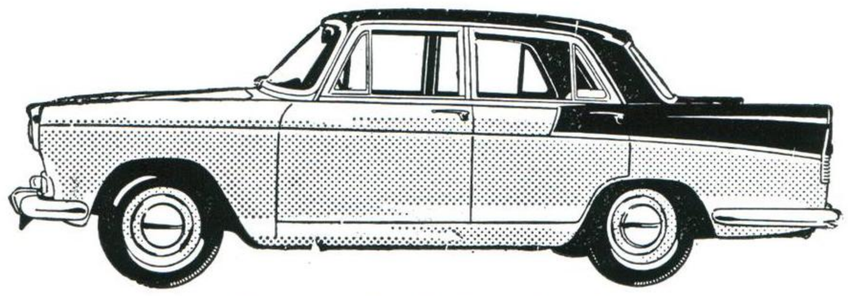
A German Luftwaffe Officer named Franz von Werra not only broke loose in Canada but returned to Germany to fight again via the United States and Mexico. The one critical point which enabled him to return to Germany was the fact that the USA was still "neutral" during the winter of 1940—41. Jumping undetected from a guarded and moving POW train westbound out of Montreal in January 1941, von Werra made his way to a point just east of Prescott Ontario on the St. Lawrence River. From here he "borrowed" a rowboat and made his way through the ice and bitter cold water to Ogdensburg New York. The Ontario Provincial Police immediately attempted to have him extradited from the US on a charge of theft. However, before legal proceedings were finalized, von Werra was spirited into Mexico with financial assistance from the German Consulate in New York city. Incidentally, the wartime escapades of this daring German Officer were made into an English movie entitled **The One Who Got Away.**

Upon the formal entry of the States into the war the use of this escape route was denied to any would-be followers of von Werra. And so, German POWs became locked in a continent so vast in area that it staggered the imagination

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of the great majority of the German men. Herr Holz still looks back on his trip from Quebec to Alberta with amazement. The transfer from one camp to another by train took four days and five nights and here, probably for the first time, the German officers and men realized the immensity and potential power of Canada. Lacking any escape routes and in a huge strange country the German POW knew he had pretty well "had it". While in Alberta, Herr Holz states that no escapes were attempted from his camp; and Mr. John Green in his letter confirms this fact. Most of the Germans settled down to a life of study and philosophically awaited the end of the war.

For those who suffered from a form of claustrophobia their only hope was to slip past their guards and attempt to be assimilated into the Canadian civilian population. Herr Holz recalls that one French-speaking German Luftwaffe officer escaped from Gravenhurst Ontario and made his way to Montreal where he found a job as a night-club waiter. Around three months later the Canadian Military authorities pulled a dirty trick on him by releasing his picture to the newspapers. His photo was recognized and a Montreal detective was sent to pick him up much to the amazement of the night club operator. However, a good spirit of comradeship prevailed at the scene of the arrest and the German officer collected his "severance" pay, stood the round of drinks and then in a gay rosy mood, marched off to solitary confinement for 30 days at his old camp.

Not so in Germany

While a great number of German POWs in Canada used their time to further increase their educational level their counterparts in Germany were obsessed with the one idea to escape and return to England. In his article **For You The War Is Over,** W/C Noble remarks.

"Within the limits of our resources we had sports programs, theatre, courses of study etc., organized and well patronized. However, all other activities took second place to "Escape". Most POWs spent most of their time in the pursuit of ways and means of gaining their freedom even though the odds were high against a successful exit from the camp, and even more difficult, out of Germany."

At work and at play the Allied POW engineered escape plots and to this end he had one great advantage that was denied to the POW in Canada, and that was, Escape Routes. The Allied POW knew that if he could escape and walk undetected for a few hundred miles he would find refuge in Sweden or Switzerland. The German POW knew after 1941 that if he walked undetected for a few **thousand** miles he would end up either in the Atlantic or Pacific Ocean with nothing more to show than a pair of wet, sore feet. It was a monumental feat for the Allied POW to make good his escape — many tried and only a handful made it. But escape to Sweden or Switzerland remained the overriding dream of them all.

This burning desire was dampened somewhat in the Spring of 1944 when the Allied prisoners were warned that in future all escaping POWs would be considered as partisans. At that time partisans, when captured, were immediately executed.

CHAPTER II

Escape from Death

With the foregoing as a bit of background we can now pick up the thread of our true story on the experiences of Oberleutnant Holz.

Picture if you will:

THE TIME — The dim light of morning on the 16th day of October 1942.

THE PLACE — On the wind whipped, cold North Atlantic waters somewhere off Newfoundland.

THE SETTING — In the murky, chilling mist of daybreak a German submarine bearing the markings U 353 has been heavily shelled by a British destroyer and has slowly settled sternward. Its crew of 45 men have abandoned their craft and have been picked up by the Attack Group of three British destroyers and one Norwegian corvette. Thirty-nine were hauled aboard, six were swept away never to be seen again.

The British destroyer, badly damaged during the engagement, with Oberleutnant Holz aboard steams slowly toward Liverpool to discharge its prisoners and repair the damage.

OH to be in England

The destroyer reached the port of Liverpool England around the 20th day of October and tied up under the curious eyes of the civilian dockworkers. Their curiosity must have been aroused at the sight of the destroyer's smashed side as well as the strange looking group of "civilians" lined up along the ship's rails under armed guard. These "civilians", they later found out, were the German U-boat men dressed in their typical fighting attire of leather or cloth windbreakers, unpressed trousers, and turtle neck sweaters.

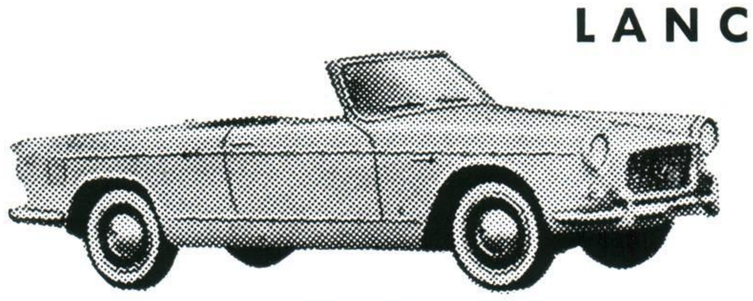
While awaiting the midnight train out of Liverpool to London the 39 German sailors were lodged in the civilian jail. Herr Holz recalls one amusing incident for him while in this jail for a few hours. One of the civilian guards came into his cell on some errand of business and was immediately stopped short when Holz said in clear, flawless English —

"Have you got a match, please?"

Without saying a word in reply the guard turned on his heel and disappeared in a flash. What he apparently did not realize was that Holz, like all pre-war German Naval Officers, had mastered English as a prerequisite to obtaining his commission. The guard returned shortly accompanied with the warden whereupon Oberleutnant Holz was appointed interpreter for the group during their brief confinement in Liverpool.

Upon their arrival in London the following day the prisoners were taken by armed escort to a camp just outside the city. It was here that all prisoners of all services were subjected to intense interrogation by experts from the British Intelligence service. Each prisoner was questioned separately and with a subtleness designed to throw a man off guard. A man such as Oberleutnant Holz, who was a highly skilled U-boat engineering officer, was subjected to special questioning. If the man broke down or innocently revealed hitherto unknown technical data the Allies would immediately attempt

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to develop countermeasures. This battle of wits would continue until the opponent's brain was "picked clean" or the Intelligence man realized it was fruitless to carry on.

Discretion and politeness prevented me from asking Herr Holz if he "broke down" but from little things he said during my interview I gathered that the U-boat secrets he knew were as inaccessible to the British agents as was the U 353 at the bottom of the Atlantic. At one point during our talks he smiled when I asked him the depth that has boat sank during depth charging and he replied, "I don't know if that information is still classified or not".

And this depth charging took place nearly twenty years ago!

Nevertheless, it speaks highly of a man who can still be security conscious over all these intervening years.

When Intelligence had finished probing the minds of the German U-boat men it left only the task of putting them away some place where they could do no further harm. In this particular case Oberleutnant Holz was picked out and designated for a POW camp in Canada; far from the sea he knew so well.

One of the marshalling points for German POWs destined for Canada was in a converted hotel in the little town of Shap in Northern England bordering the well-known Lake District. It was here Oberleutnant Holz arrived to await his turn to board a ship.

The peace and tranquility of the area was broken only by the sharp commands and loaded rifles of the British guards who had the detention of the POWs as their prime responsibility.

Grande Ligne Quebec

In April 1943 Oberleutnant Holz along with approximately 300 German officers and men from the three services (Wehrmacht, Kriegsmarine and Luftwaffe) arrived in Halifax under armed guard aboard an Allied merchant ship. From here they were put aboard a heavily guarded train bound for "Internment Camp 44" at Grande Ligne which is just south of St. Johns Quebec on the C. N. R. Line.

The POW camp at Grande Ligne consisted of two distinct and separate parts — one for the guards and staff, and the other for the POWs. The POW area containing the living or domestic quarters was roughly 600 feet square. In this area were nine buildings:

Building 1 was a massive brick structure containing the living quarters of 500 German officers.

Building 2 contained a laundry, workshops, and sick bay.

Building 3 was a coal shed.

Buildings 4. 5 and 9 were small, permanent type homes for senior German officers. A partial view of one of these homes can be seen in the background of our cover picture. This particular house was the residence of General Schmidt who was commander of a Panzer Division and who was captured in North Africa along with the remnants of Rommel's Afrika Korps.

Incidentally, for those readers who missed the June FLIEGER the principal of this story, Oberleutnant Holz stands third from the left in the cover picture. The other three officers — two from Kriegsmarine and one from Luftwaffe — are not identified. To those Canadians unfamiliar with German decorations the young Naval officer on the right in the picture is wearing the ribbon of the Iron Cross 2nd class. Note it is the ribbon attached to the top button of the tunic extending downwards at an angle.

Building 6 contained Messes, canteens and sufficient living quarters for 150 POW Warrant Officers and Senior NCOs. This building was joined to the Officer's Quarters (Building 1) by means of an elevated catwalk. During periods of inclement weather all ranks attended roll call at the regular hours of 0800, 1400 and 2000 in Building 6.

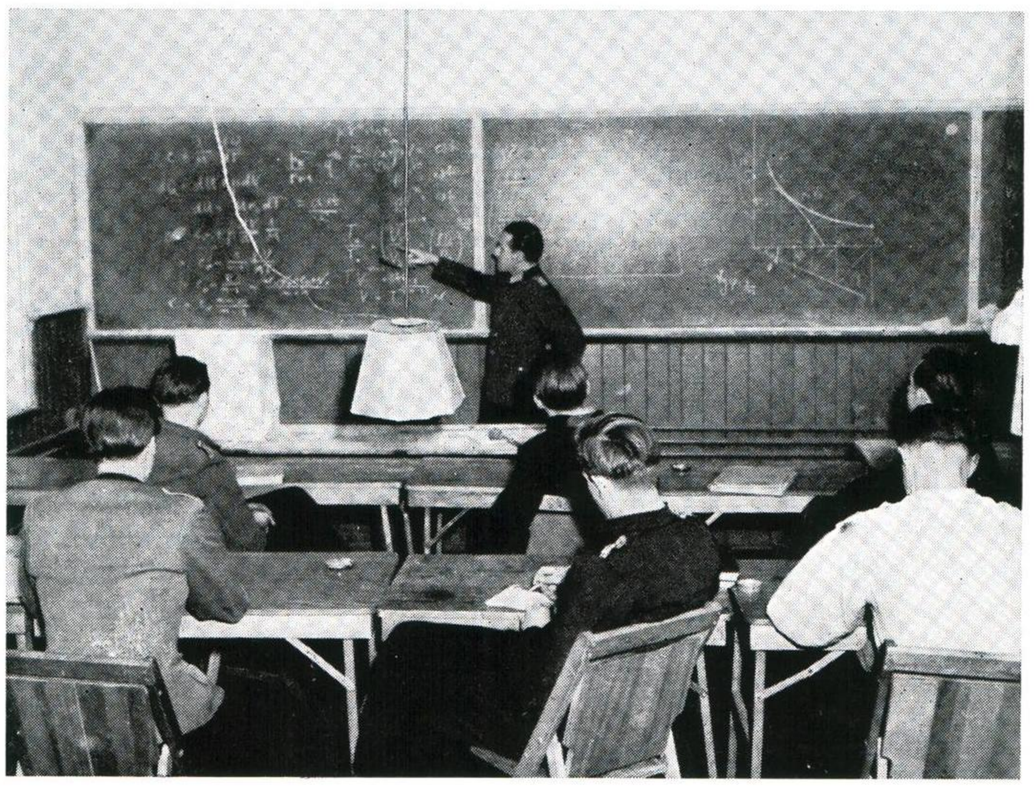
Building 7 was a pump house with adjoining water tower.

Building 8 was the Inner Gate Guard hut.

The entire domestic area was enclosed on all four sides by an "apron" fence. This consisted of two rows of high, barbed wire topped fences six feet apart. Along the inside perimeter some twenty feet back was the warning wire. Any POW seen between this wire and the apron fence was to be stopped by a bullet and if found alive was then asked questions.

To the south of the domestic and working area was the "Yard" in which the prisoners were permitted to hold sport contests or simple exercises. This area was roughy 400 feet square and was also surrounded by an apron fence and warning wire. The "Yard" was connected to the main grounds by an elevated catwalk some 35 feet in length with stairs at both ends.

To prevent night escapes the entire area housing the POWs was illuminated with flood lights all along the outside fence facing inward. Of course, the inevitable trademark of a prison camp, the guard towers, were spaced at regular intervals along the apron fence.



A class of higher mathematics at Grande Ligne POW camp

Grande Ligne POW camp was rather unique in one respect from the others in Canada in that it was a former agricultural school. This, of course, explains why many of the buildings were of a permanent nature. Also, being a former school it naturally had its own piggery, cow and hay barn, dairy building and assorted sheds. The produce derived from these sources helped to feed the camp occupants.

Haus Bergblick OBERSASBACH

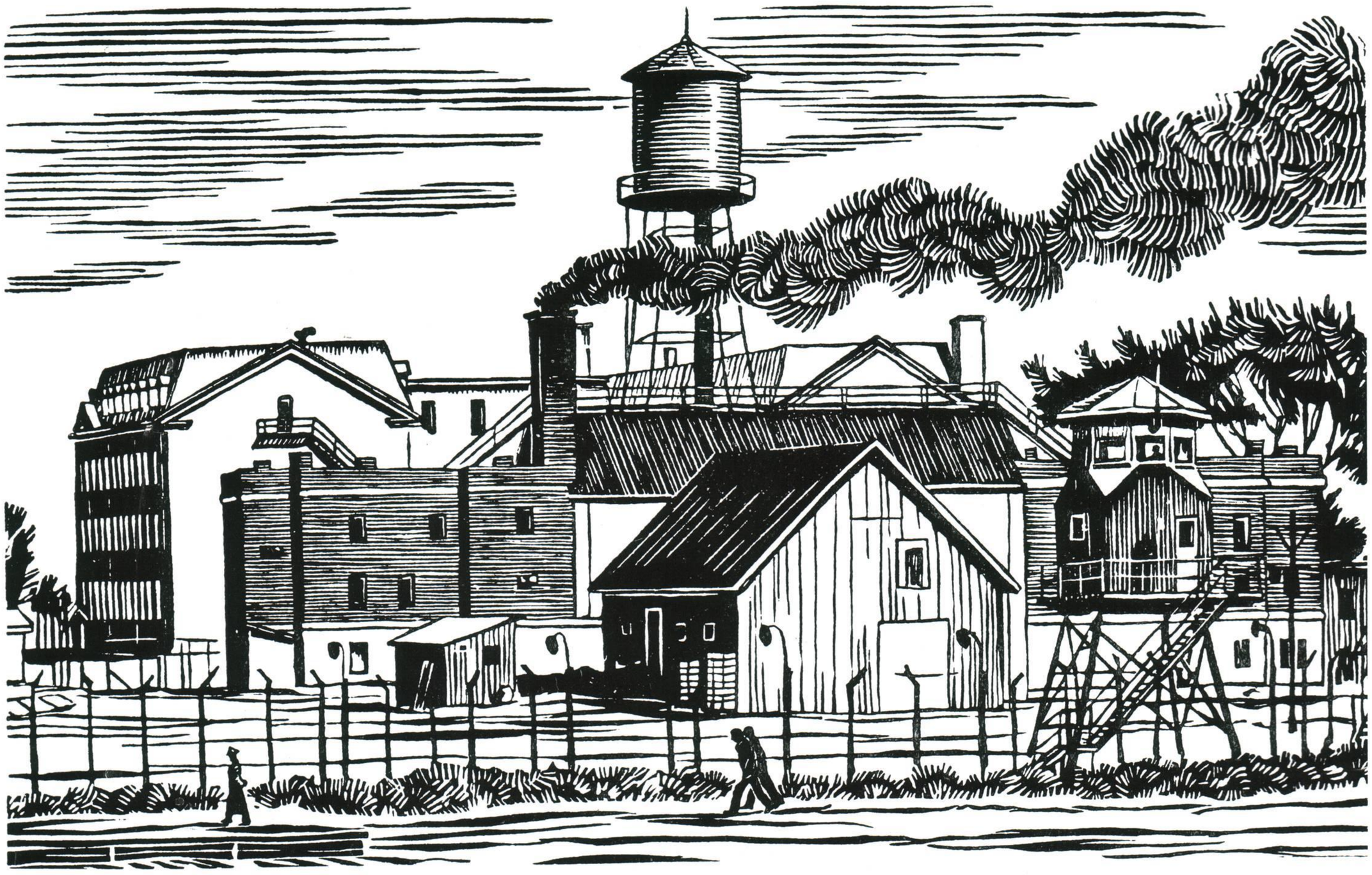
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A view from the Exercise Yard of Grande Ligne POW camp. In succession appear a guard tower, coal shed, laundry (with chimney), water tower, and the large brick building which housed the 500 German officers.

The "other side" of the fence contained the quarters, messes, canteens etc. of the guards and housekeeping staff. Driving through the main gate which faced the main highway to St. Johns the first building encountered was Camp HQ. Along this main entrance road on the left in succession appeared the Commandant's house, his garage, NCOs' quarters, QM stores and Supply Depot. On the right along this road was a post office, church, parson's residence, Officers' Mess and quarters, Dental Clinic and MIR. Towards the rear of the camp were the barns, piggery and dairy building. The guards and staff, had their own camp parade ground and sports field separate from that of the POWs.

The uniformed guards and staff at Grande Ligne — as with all other POW camps in Canada — were members of the Veterans' Guard of Canada. These were men of the First World War who voluntarily gave up homes, businesses etc. to don the khaki uniform for the second time in their lives.

As Mr. John Green, a former POW camp guard wrote:

"The Vets' Guard of Canada was formed to look after the POWs so that the young men would be free to take their place in the front line."

In a POW camp the size of Grande Ligne there were approximately 350 to 400 Canadian guards and staff under the command of a colonel. At the camp at Seebee Alberta Mr. Green reports there were 250 guards in addition to the regular Headquarters staff. One interesting feature of the POW camps in Alberta (a total of 3 in number) was that the guards rotated continually amongst the camps at Lethbridge, Medicine Hat, and Seebee. They would spend three months on guard duty at one camp, come out for a short rest period, and then return to a different camp for another three month tour. The HQ staff, Mr. Green reports, remained indefinitely at their respective camps. Those members of the Vets' Guard not on point duty at the POW camps were assigned escort guard duties aboard POW trains and POW transport ships across from England. At the end of the war Mr. Green was engaged in escort guard duties returning German POWs to England.

The German POWs in Canada were fortunate in having members of the Vets' Guard as their guards. These men were older types with a fair and general sense of maturity and responsibility to their prisoners as well as their duties. Most of them had seen action in World War I and had sons or close relatives fighting in the present war. Most also realized that ill or harsh treatment could be accorded to POWs on both sides. The vast majority of them were not "trigger happy" youngsters but rather a group of sensible, patient, and fair-minded men. They could be tough and firm when faced with obstinate and unruly prisoners but they were willing to understand and help those who obeyed the rules of the camp. For those POWs who disobeyed rules, punishment was usually swift and to the point. The Canadian CO was empowered to impose disciplinary measures extending from loss of certain canteen privileges up to and including solitary confinement in the camp "cooler". But normally, strong discipline was not required. Mr. Green again writes:

"I can say the prisoners behaved very well on the whole. We had very little trouble with them."

Perhaps the finest compliment paid to the Veterans' Guard and our whole system of POW control was when the first group of German POWs was invalided home to Germany in 1943 under the terms of the Geneva Convention pertaining to badly maimed or chronically ill prisoners. These pri-



Roll call yard at Grande Ligne. The elevated enclosed walkway joined Building 6 in the background with Building 1 which is outside our picture.

soners painted such a glowing picture of Canada, Canadian POW camps and treatment therein that the Germans, in early 1943, offered Canadian POWs in Germany a chance to be grouped in a special camp and be accorded special treatment over and above that given to American and British POWs. F/L D. Harley, a Veteran British POW of four years in Germany and now in the RCAF at 4 (F) Wing reports that to the undying admiration of the other prisoners the Canadian POWs turned down this offer almost to the last man.

Life in a prison camp

"I had a very fruitful and productive time in my two prison camps in Canada", said Herr Holz during our recent interview. He uttered this fact without sarcasm or rancour but with a sense of accomplishment, and gratitude, to the Canadian military authorities and educational institutions which provided the German POWs with the opportunity for "a very broad level of education".

Study time was designated each year from September to April. During these months, each German POW was expected to attend 28 hours of formal instruction each week. Each man had a choice of studies, but all subjects were designed to broaden and strengthen the man's outlook through the pure arts and sciences. Some of the courses offered included; English, French, Latin, Spanish, Mathematics, Chemistry, Common Law and World History. The instructors were recruited from the ranks of the POWs themselves and many of them were well equipped for the task. For example, Herr Holz recalls that one instructor of English and Spanish was a former professor from Heidelberg University who had been captured as an officer in the Afrika Korps.

Whatever was lacking in the personal instruction field, such organizations as the YMCA and the University of Toronto provided in correspondence courses, text books and movies etc.

Herr Holz remembers that at both Grande Ligne and Seebee the large libraries were well stocked with the best books available; a large part of which was donated by the YMCA. Later, as the POWs became more involved in their studies they were allowed to receive and read books from Germany. Not all prisoners became inspired with advanced educational opportunities but they were the exception and not the rule. Herr Holz recalls with a smile that one friend of his absolutely refused to become inundated with all this higher learning and attended lectures only because it was mandatory. Today, this individual is a wealthy merchant in Hamburg which, of course, proves that formal education is not the absolute final answer. On the other hand, another friend of Herr Holz used his time to continue his study of Japanese and now he is the German Naval Attache in Japan.

The period from April to September was better known as the sport season. Here the German POWs had the opportunity to learn or play soccer, tennis, basketball and other outdoor sports (within the confines of the barbed wire fence, of course).

The Canadian military authorities continually stressed constant activity for the POWs in order to counteract boredom and discontent. Even in the realm of messing the

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authorities knew that an adequate and balanced diet was needed if the prisoners were to cope with the heavy program of studies and sports. To this end, Oberleutnant Holz remarked that "the normal fare was adequate but not overdone". Food was prepared in the camp kitchens by German POW cooks who, of course, knew the type of food and its preparation best suited for the German male.



Study and reading room at Grande Ligne Quebec. The German officer on the right is reading a German language newspaper.

Each POW at Grande Ligne was allowed 24 dollars a month to purchase beer, cigarettes and candy in the prison canteen. One evening a week between the hours of 1800 and 1900 the POWs were granted beer-drinking privileges. During this hour each man was allowed five bottles of Canadian beer. Additionally, each man was given five extra bottles donated by the Frontenac brewery if it was his birthday. If a man wished he could save his ration for several weeks and then drink his fill for some special occasion. Homesickness and the longing for loved ones could be forgotten for a few hours one night a week. The typically Canadian view on beer-drinking amused most of the German POWs; in Germany, beer is regarded as a national beverage to be enjoyed at work, at meals and at social gatherings. In Canada, on the other hand, beer-drinking is tolerated but not encouraged and the usual method of dispensing it is to crowd a lot of people in a small, smoke-filled room and then attempt to pour as much down their throats as time and local laws permit. Even in the POW camps, beer could only be consumed in a special room and as fast as possible.

Mr. John Green writes:

"The prisoners were allowed to have beer one night a week and only for one hour and I dare say some would see how much they could drink."

Nevertheless, it is doubtful if any German POW did not appreciate the chance of having his beer at least once a week. For the Allied POWs in Germany the supply of alcoholic beverages was extremely limited which, in turn, forced the more enterprising minds to come up with some fantastic recipes —

"The camp [Stalag Luft III] was drier than Prohibition ever made the US. Once a year the Germans produced a few barrels of a liquid which mocked the traditions of German beer and was compared detrimentally with the natural product of the horses that pulled the honey wagon.

"For state occasions the substitute was raisin wine and its byproducts. About a dozen men saved all the raisins and sugar from their Red Cross parcels for several weeks and tipped them into half a barrel of water with a fermented raisin as a starter. For three weeks it bubbled like a witch's cauldron, and when all the raisins had fully fermented the pulp residue was strained through a towel. The sludge that came out was courteously called raisin wine. It had phenomenal alcoholic ferocity and would lubricate one good party, leaving a feeling of impending doom in the morning."

— **The Great Escape** page 86

Seebee Alberta

One of the three German POW camps in Alberta was located at Seebee which lies approximately 30 miles from Banff on the main C. P. R. line out of Calgary. Seebee was ideally located for a prison camp because of its relative isolation in the mountains; the camp itself was of wartime construction erected at the foot of "Old Baldy". The buildings were of the one-storey, tar paper type which denoted much of the military construction during the war.

Seebee camp was considered somewhat special by the military authorities in that it contained German officers and men who were still suspected as being overly enthusiastic towards the ideals of Nazism. From Grande Ligne came 200 officers and 100 men transported by special POW train across Canada in a journey that took four days and five nights. Upon their arrival the total POW population swelled to 300 officers and 200 men. Oberleutnant Holz was sent to Seebee in December 1944 partly because he was a pre-war officer and partly because he had been a member of the German camp staff at Grande Ligne. For all these men the transfer to Seebee meant increased emphasis on higher education.

Life, in general, at Seebee was much similar to what the POWs had experienced in Quebec. They were kept busy with their studies and correspondence courses from Toronto University, formed their own symphony orchestra and jazz band from instruments provided by the YMCA, and enjoyed their weekly ration of beer. On certain evenings the camp theatre presented Hollywood films and, as Oberleutnant Holz recalls, the favourites were usually the light musicals starring such notables as Fred Astaire and Ginger Rogers. Incidentally, these movies were also provided by the YMCA.

One interesting sidelight which Herr Holz remembers was the system of parole or "word of honour" which was employed by the commandant at Seebee. On Christmas Day and Good Friday the CO would withdraw all the guards from the towers and the scouts from the POW compound on the promise that no prisoner would attempt or even plot to escape. This absence of armed guards and watchful scouts gave the POWs a great sense of freedom in which to conduct their plays, concerts and other activities associated with the German Holy Days. Herr Holz vows that the word of honour given by the senior German officer to the camp CO on behalf of the men was never once broken.

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The Veterans' Guard band at Seebee Alberta. The buildings in the background are the canteen, kitchen and cook=house.

Interestingly enough, another type of parole system was employed in the Allied POW camps in Germany. Paul Brickhill reports:

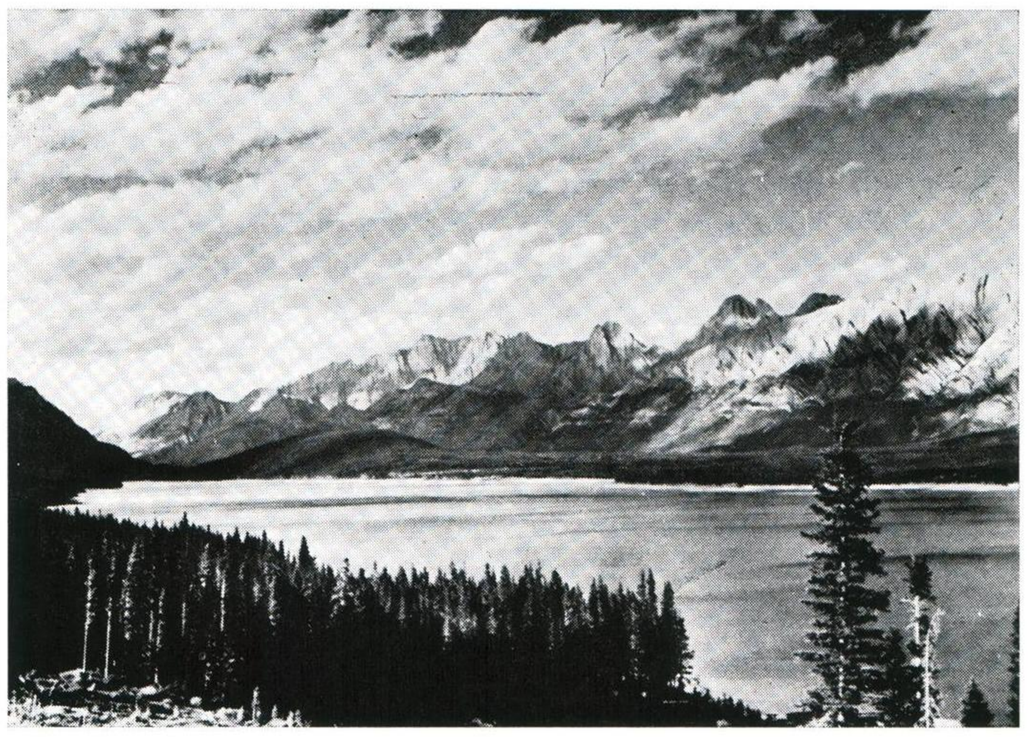
"It was about this time we were building the camp theatre just beyond the ends of block 119 and 120. Under the parole system the Germans had lent tools for the work, and it was galling for Travis to see all the tools be wanted [for tunnel constructions] so close at hand; but the parole system was inviolate and no one ever broke it".

— **The Great Escape** page 52

The End of the War

The inevitable end of the Second World War came in mid 1945 and to the thousands of Allied POWs in Germany the end of their prison tour arrived immediately their camps were overrun by Allied land forces. Not so for the German POWs in Canada because the Allied authorities realized it would be most unwise to "liberate" and return to Germany a group of strong, healthy men who, for the most part, had been captured at the height of German military successes and knew not the taste of utter defeat of their country firsthand. As events turned out, it was over two years after war's end before Oberleutnant Holz and his group returned to Germany.

To combat the unrest, despair, and worry over their families in the Summer and Fall of 1945 the German POWs were allowed a bit more freedom of action. Even though they remained under guard in the camps, small groups at Seebee were allowed to climb the slopes of "Old Baldy" for enjoyment and relaxation. Such outings, of course, were restricted to certain hours and always under the parole system. And so, in the winter of 1945—46 when volunteers were sought amongst the Seebee POWs, 200 men offered to assist in the construction of a power dam near their camp. Their job consisted of cutting and felling trees and brush clearing along the Kananaskis river to make way for the lake which would form upon the completion of the power dam when the waters would back up. For this employment Herr Holz and his companions were each paid a dollar a day plus extra rations which were provided by the POW camp but paid for by the contractor.



A view of Kananaskis Lake Alberta. German POWs assisted in the clearing of trees and brush along the shore.

Holz recalls that he and his companions would be picked up by truck at 0800 and would be returned that evening at 1800 hrs. Lunch was provided by the prison camp in brown paper bags which the POWs carried with then.

(If the single pilots at 4 Wing will excuse me, I would like to remind them that men were carrying brown bags to work many years ago. In fact, long before most of my young friends were born.)

Return to England

Finally in the summer of 1946, Oberleutnant Holz along with a draft of 800 German officers arrived in England

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aboard a ship from Canada. Holz recalls with amusement that all 800 officers stepped onto English soil in full uniform complete with war medals (new uniforms had been provided for them through the Red Cross prior to departure from Canada). Operation Sea Lion was finally fulfilled.

From dockside the POWs were taken to a camp in Sheffield where Herr Holz was to spend another year of his life. During that year the German men listened to tape recordings and read the proceedings of the Nürnberg War Crimes trials thereby gaining an insight into the principles and deeds of a political regime for which many of them had bravely fought. Additionally, they received lectures from former German Generals who explained and traced the series of military defeats which lead to the downfall of the Third Reich. All the POWs had the opportunity in Canada to follow the progress of the war through the media of German language newspapers but all were in the dark as to reasons behind the scenes in wartime Germany. For example, the ill-fated attempt on Hitler's life by some officers of the German General Staff in July 1944 aroused great interest amongst the POWs. Herr Holz admits he knew through news reports at Grande Ligne of the bomb plot but was completely ignorant of the reasons surrounding the scheme. In short, he said, "we had no idea of what was going on in Germany". At Sheffield most of his questions were answered.

One other major reason why such men as Holz were detained in England in 1946 was that British Intelligence wished to determine the political sympathies of these officers. If highly trained U-boat captains and engineering officers had been attracted by the Russians during the immediate post war chaos in Germany the West would have suffered a serious blow. The Russians had captured a number of German U-boats at the war's end and now it was the aim of the British to ensure the Communists did not get the crews.

Even though the German POWs lived behind barbed wire in Sheffield they were allowed such privileges as weekend passes in the immediate area. After the Bishop of Sheffield urged the people to befriend the German men a great many English families entertained them on the weekends. Oberleutnant Holz recalls with appreciation that he spent Christmas 1946 at the home of Navy Commander Lloyd George, a relative of the former Prime Minister of Great Britain. Over a glass of beer in early summer 1961 Herr Holz proudly mentioned that he and his family had recently received an invitation to spend their 1961 vacation at the home of an English couple who had extended their friendship to him 15 years ago.

Oberleutnant Rolf Holz was released from POW camp and departed from England to Germany on September 4th 1947 almost five years to the day when his U-boat was sunk off Newfoundland. Today in 1961 he is married to a charming and attractive lady, the father of two children, and a successful bank director in Baden-Baden.

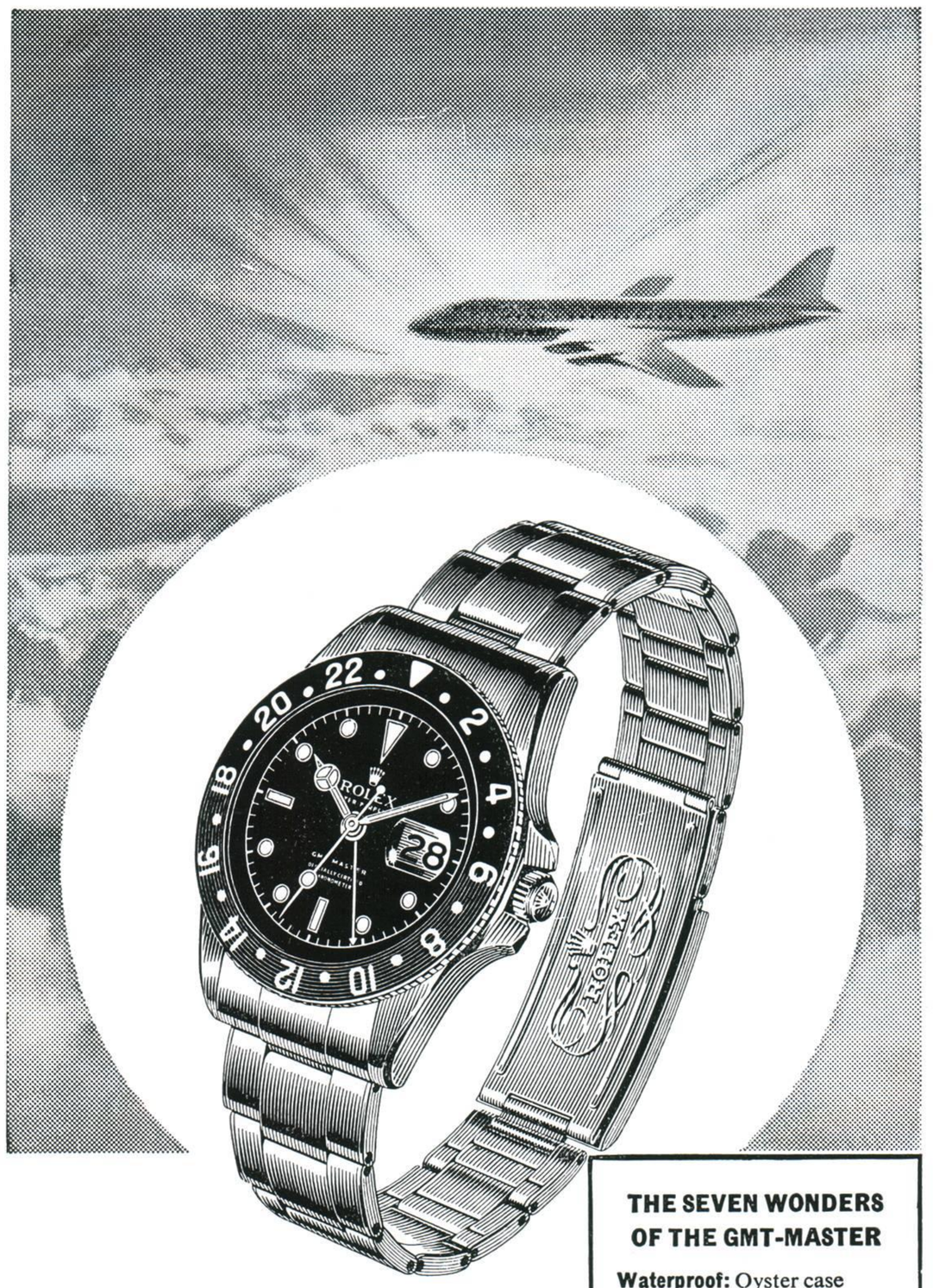
But our story ends here; for on 4th September 1947 the captive years ended for one of the six thousand survivors of Germany's U-boat service.

Author's Note: After the completion of the research and composition of the above true story I had the opportunity to read an account of another German POW in Canada. This appeared in STAR WEEKLY MAGAZINE of September 2, 1961 and was entitled "A German POW Comes Back". Although the setting was at the Bowmanville Ontario POW camp, the central theme stressed the point which I hope my article conveyed to our readers. The point or message is adequately summed up by the central character in the Star Weekly article, Oberleutnant Horst Elfe:

"I, for one, left your country a better man than when I came."

"The memories are good . . . We had a lot of fun here."

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No wonder the GMT-Master is acclaimed all over the world—not only by pilots and navigators, but also by business men and international travellers, who find it ideally suited to their needs. Write to nearest address below for further information or call at your nearest Rolex dealer.

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Unbreakable main spring, shock-resisting anti-magnetic escapement; unbreakable crackle-proof crystal.

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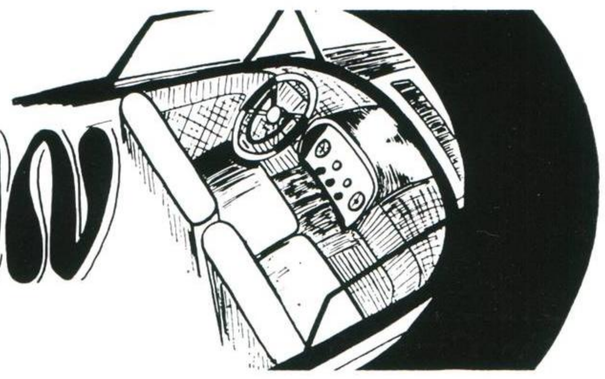
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EXPRESSWAYS AND AUTOBAHNS REQUIRE NEW DRIVING HABITS

The new superhighways require a different kind of driving. These roads lie straight and smooth across much of our country today, allowing us to breeze through a city instead of creeping along on main streets.

Yet the very advantages of these super arteries bring special problems. It's true that accidents are fewer on expressways than on ordinary streets, but when an accident does occur, it's usually a big one.

Expressway driving is different from the stop-and-start routine you've been used to these past few years. It's forcing you to adjust your driving habits to high-speed travel.

The following driving techniques will help you take advantage of fast, convenient expressways — with safety.

How to Get On An Expressway:

Slow down and look before turning into an expressway approach. Expressways, as you know, have divided traffic streams. When you enter from a "southbound" approach you can't go north. If you make a mistake you must proceed with traffic until the next interchange. Only then can you leave the expressway and re-enter by the proper approach. NEVER attempt to cross the center strip. It's illegal — and suicidal.

Wait for an opening in traffic. Expressway drivers are travelling a lot faster than you will be at first. A car going sixty can run you down. Keep far right, preferably in an acceleration lane, while you are getting up to the average speed of traffic.

How to Drive at Expressway Speeds:

Drive smoothly at a steady speed. Give the man behind a chance to follow or pass you safely. You're a highway hazard if you indulge in spurts of speeding and dawdling.

Change your speed, body position and sight objects frequently. Otherwise your reflexes and judgment can be dulled by the monotony of road sights and car sounds.

Make a habit of looking near, far and to both sides. Don't focus sharply on any object unless necessary. Move head and eyes constantly.

Stop at regular intervals whether you feel tired or not. Take time to refresh yourself by getting out of the car.

Instead of eating a big meal just before or during a long trip, you should stop frequently and eat small amounts.

Try not to drive long distances at night because the danger of hypnosis is much greater. Darkness has the tendency to relax some drivers too much. Also keep instrument panel lights low to reduce hypnotic glare.

Start a trip well-rested. Fatigue deteriorates your entire driving ability.

Wear loose-fitting clothes and keep fresh air circulating in the car.

Play the radio, but avoid slow dreamy music and change stations frequently. Sing out loud or whistle along.

Don't follow the same car too long. If you find yourself staring or if your eyes begin to glaze, pull off the pavement. Run the windshield wipers a few minutes or walk around outside.

If your right foot goes to sleep, stop off the pavement and remove your shoe. Vibrations from the gas pedal will have a stimulating effect on the foot.

Try to avoid sun glare. Prolonged exposure to glare is a major factor in eyestrain which in turn causes fatigue.

Keep thinking of emergency situations. Concentrate on gauging a safe stopping distance ahead. Search for an escape route to one side.

Defensive Driving Tactics for Expressways:

Look ahead for signs of trouble. A knot of cars in the distance means reduce your speed now. Prepare for slow moving traffic or a complete stop.

Look behind for signs of trouble. Your rear view mirror will forewarn you of a speeder, a passer, a car out of control.

Watch the pavement for signs of trouble. A rough patch that would cause mild bumping at moderate speed can throw your car off the road at high speed.

Drive within a 25 percent range of the speed of traffic. If most cars are doing 60, you shouldn't drop below 45. If traffic is moving at 40, maintain a minimum of 30 mph. Keep right when you want to go slower than average.

On long drives, change your speed level every 15 or 20 minutes. Keeping the same speed dulls your reactions. A five or ten mile variation will perk you up.

Watch for signs noting changes in speed limits. A 40-mile zone on a 60-mile highway signals a danger area. Drop your speed promptly and stay alert for the upcoming hazard.

How to Get Off An Expressway:

Look for advance signs for your proper turn-off. Move to the correct turn-off lane.

Decrease your speed. Begin signalling your intention of turning off the expressway as soon as you slow down.

Read the interchange signs carefully to choose the proper turn-off lane.

Drive slowly, or stop if necessary, before you enter traffic on the cross highway. And remember — you're back in slow-driving territory, with sidestreets, traffic lights and pedestrians.



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Canadian News

OTTAWA — A 15,000-man increase in the strength of the Canadian armed forces was announced recently in the Commons by Prime Minister Diefenbaker. Once these personnel are recruited the forces will number approximately 135,000. Strength at the end of July was 119,552. The Government will also call for 100,000 civilian male volunteers between the ages of 18 and 50 to take six-week militia courses in national survival operations. Mr. Diefenbaker implied that these volunteers would be called up in emergency. This could be done only if the War Measures Act were proclaimed. The Prime Minister said: "These courses will provide sufficient basic military training to maintain the discipline and response essential to the control and effective employment of such a force on operations." Mr. Diefenbaker also announced that the 12,000-member Canadian force in Europe — 6,500 in the RCAF Air Division and 5,500 in the Canadian Infantry Brigade — will be increased by 2,000. Naval warships will be brought up to full wartime complement by addition of 1,749 officers and men. Most of the manpower increase is for national survival operations, the new term for Civil Defence. New manpower ceilings for the forces are: Army, **60,000;** RCAF, **53,000;** Navy, **22,000.** Up to now they have been, respectively, **49,000 51,000** and **20,000.** Defence Minister Harkness informed the Commons of a number of national survival measures, including an unspecified increase in the strength of the 42,000-member militia. He also estimated that the measure outlined by the Prime Minister and himself would cost an additional $ 35,000,000 in the current fiscal year which ends next March 31.

FORCES

Reports from Ottawa say that none of the married personnel of the Canadian reinforcemets being sent to Europe will be allowed to take their families with them.

Eleven hundred men are being sent to West Germany to reinforce the Canadian Infantry Brigade there. Another 250 men are destined for the Canadian Air Force division in France and Germany.

However, officials in Ottawa say that most of them are single men. As for the families already with the brigade and division in Europe, plans exist to move them rapidly out in case of emergency.

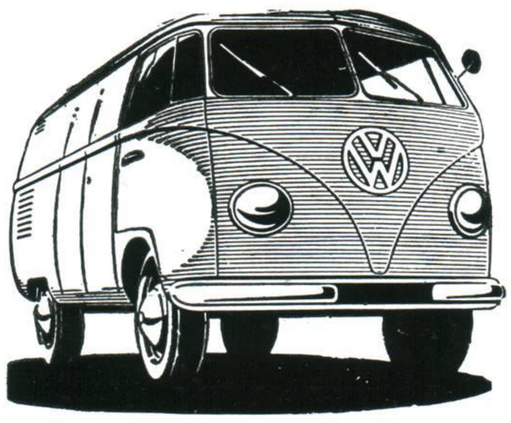
The Berlin crisis is the reason for the new orders which are similar to those put into effect by the United States.

The first reinforcing contingent of Canadian troops will leave from Montreal on Friday.

MONTREAL — The CL-41 turbo-jet manufactured by Canadair Ltd. has been chosen for basic jet training by the Royal Canadian Air Force, Defence Minister Harkness told the Commons. The plane will replace the piston-driven Harvard trainer. It was learned that the RCAF requirement will be for 190 of the jet fighters. An RCAF spokesman at Ottawa estimated the value of the contract at $ 23 million. One of the two prototypes of the CL-41 is at present in Europe for a sales demonstration to the NATO defence forces. Canadair President J. Geoffrey Notman is heading up the NATO tour. In another defence development, De Haviland Aircraft Ltd. of Toronto has been awarded a Defence Production Department contract for a development study of anti-submarine hydrofoil craft. Estimated value of the contract this fiscal year is $ 270,000. The study will be directed toward development of an ocean-going craft able to travel at high speed on a set of hydrofoils which lift the boat out of the water. The project will be carried out in the co-operation with the United States Navy through the Canada-U. S. development-sharing program.

OTTAWA — Official Ottawa expected a Federal Government announcement that it is giving te greeen light to the acquisition of nuclear weapons for Canadian armed forces. Speculation swirled through the corridors on Parliament Hill after Prime Minister John Diefenbaker gave what has been interpreted on all sides of the House as the tipoff that the right moment — created by the tense international situation — has come for the Administration to announce that Canada has reached agreement with the United States on a form of joint control of nuclear warheads for weapons based in Canada and with Canadian forces abroad.

WINNIPEG — There won't be any more controversial scrap dealer arguments concerning surplus air force equipment in Canada, thanks to a ruling which has been in effect for the past two months. Jet aircraft offered for sale must be mutilated by having their wing roots cut, and their tail sections removed, according to the regulation, which has never been announced publicly. RCAF officers in Winnipeg say the decision to cut the wing roots and tails was the cheapest means of guaranteeing that scrap aircraft could not be taken off once they were sold.

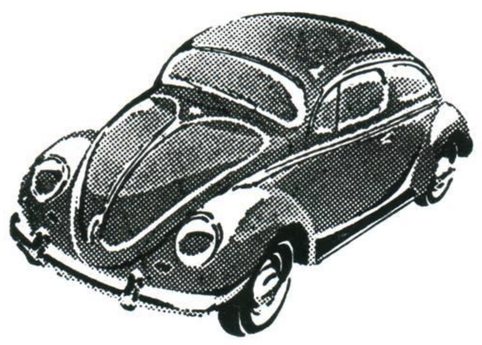


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VW Export Model Factory Price	**4600.–** DM
VW Convertible Factory Price	**5990,–** DM
Karmann Ghia Coupé Factory Price	**7500,–** DM
VW Micro-Bus Factory Price	**6975,–** DM
VW De Luxe Bus Factory Price	**8475,–** DM





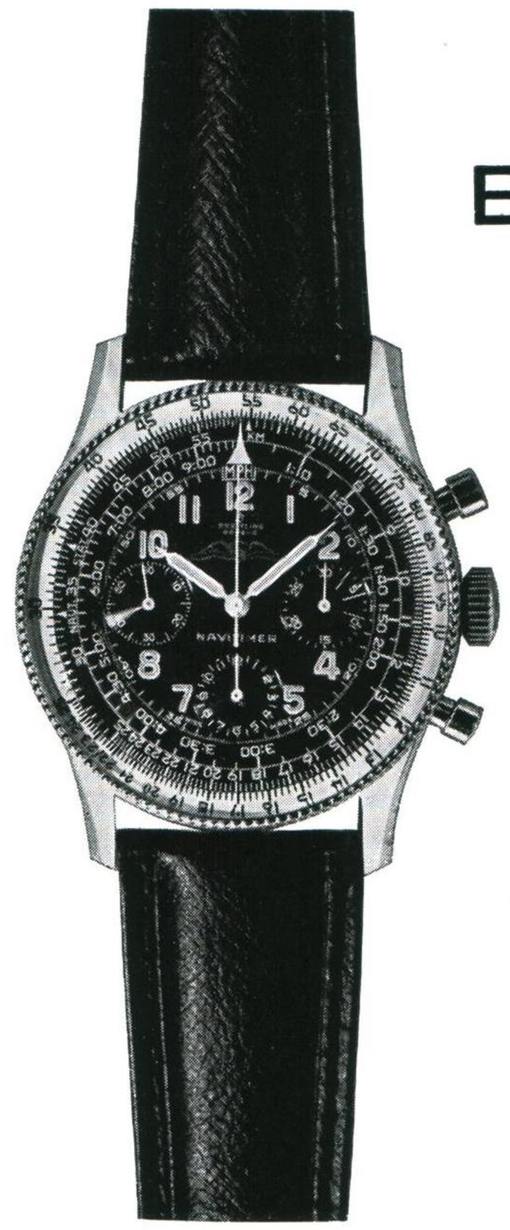
COMMANDING OFFICER'S FAREWELL

Now that the time has come for me to depart, and having formally signed over the future well being of THE WING into the very capable hands of G/C Jordan, I wish to record my great pleasure at having had the opportunity to serve with you and your many predecessors during the past four years. It has been a most enjoyable and satisfying experience, the highlight of my career; and I shall long remember the many and varied exercises and other less formal activities incidental to the support of our "auf wacht" motto.

I would be grateful if you would accept my humble and sincere danke schön for the superb individual and collective application of skills and devotion to the highest principles of our Canadian responsibilities and general good citizenship.

Mrs. McNair, Bruce and Keith join me in wishing all 4 Wingers including civilian employees and dependents, much success and happiness in the future.

Auf Wiedersehen!



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To welcome guests





Beautiful German star Elke Sommer wants everybody at 4 (F) Wing to remember the deadline for Christmas parcels for Canada is 10 Nov.

SPECIAL FEATURE



Your October Attractions

Sun. 15th, Mon. 16th & Tues. 17th "PEPE". A CinemaScope-Technicolor production featuring Cantinflas, Dan Dailey and Shirley Jones it includes a guest list of over 30 internationally famous stars which include Janet Leigh, Sammy Davis Jr., Jack Lemmon, Kim Novak, Debbie Reynolds and Frank Sinatra to mention a few of what could be the greatest star and fun filled movie entertainment ever filmed. (U) See special posters for times of screening.

Wed. 18th & Thur. 19th "MISTER ROBERTS" starring Henry Fonda, James Cagney and William Powell is a striking CinemaScope and WarnerColor Pacific War comedy melodrama firmly based on the terrific Broadway stage hit. A story of a naval officer's urge for action and the captain's opposition.

Fri. 20th & Sat. 21st "THE SUNDOWNERS" starring Robert Mitchum, Deborah Kerr and Peter Ustinov is a gay, amusing, tender and refreshingly down-to-earth Technicolor outdoor melodrama describing life among the Australian sheep drovers.

Sat. 21st Childrens Matinee. "TEX RIDES WITH THE BOY SCOUTS" is a western starring Tex Ritter. "KINGS OF THE ARCTIC" A short of nature interest.

Sun. 22nd & Mon. 23rd "ESTHER AND THE KING" is a CinemaScope, De Luxecolor biblical spectacle starring Joan Collins, Richard Egan and Denis O'Dea.

Tues. 24th "THE LOST WORLD" starring Michael Rennie, Jill St John and Claude Rains is a hectic horror-comic photographed in CinemaScope and DeLuxecolor. Freely adapted from Conan Doyle's famous novel it covers a modern expedition into remote dinosaur-ridden South America.

Wed. 25th & Thur 26th "MR TOPAZE" stars Peter Sellers, Nadia Gray and Herbert Lom in the CinemaScope and Eastman Color comedy drama based on Marcel Pagnol's play, telling how a timid schoolmaster is corrupted by big business. (U)

Fri. 27th "NEARLY A NASTY ACCIDENT" starring Jimmy Edwards, Kenneth Conner and Shirley Eaton is a dizzy RAF comedy dealing with a bungling "mechanically minded" aircraftman who puts a jinx on his aspiring C. O. (U)

Sat. 28th Childrens Matinee. "HOPALONG CASSIDY ENTERS" starring William (Hoppy) Boyd with A Stan Laurel and Oliver Hardy comedy "COME CLEAN".

Sat. 28th "THE HORSE SOLDIERS" starring John Wayne, William Holden and Constance Towers in the large scale DeLuxecolor Civil War melodrama dealing with a forthright Union Army colonel and a young doctor who clash during a deep penetration into enemy territory. (U)

Sun. 29th & Mon. 30th "BY THE LIGHT OF THE SILVERY MOON" starring Doris Day and Gordon McRae is the re-issue of a first class musical comedy of some years back and includes many outstanding hit tunes never to be forgotten. (U)

Tues. 31st "THE WORLD BY NIGHT" is a gay Technirama and Technicolor cabaret revue that covers many famous night haunts of London, New York, Tokyo, Las Vegas and other big cities. A feast of talent for adults only. (X)

CHANCE OF PERFORMANCE TIMES.

Patrons are requested to note that from Sunday 29th October showtimes are as follows.

Sunday to Friday (inclusive) at 6 — 15 and 8 — 45

Saturday Childrens Matinee at 2 — 00

Saturday Evening show at 5 — 30 (one show only)

Your Flieger:

"GIRL OF THE MONTH"



Norma Longpre

. . . proved a sensation in her first film "The Frightened City". Presently Norma keeps a white cat as a pet but the boys in the Wing Rec Centre hope soon to nudge pussy off its pedestal and cuddle close to their Glasgow=born darling.

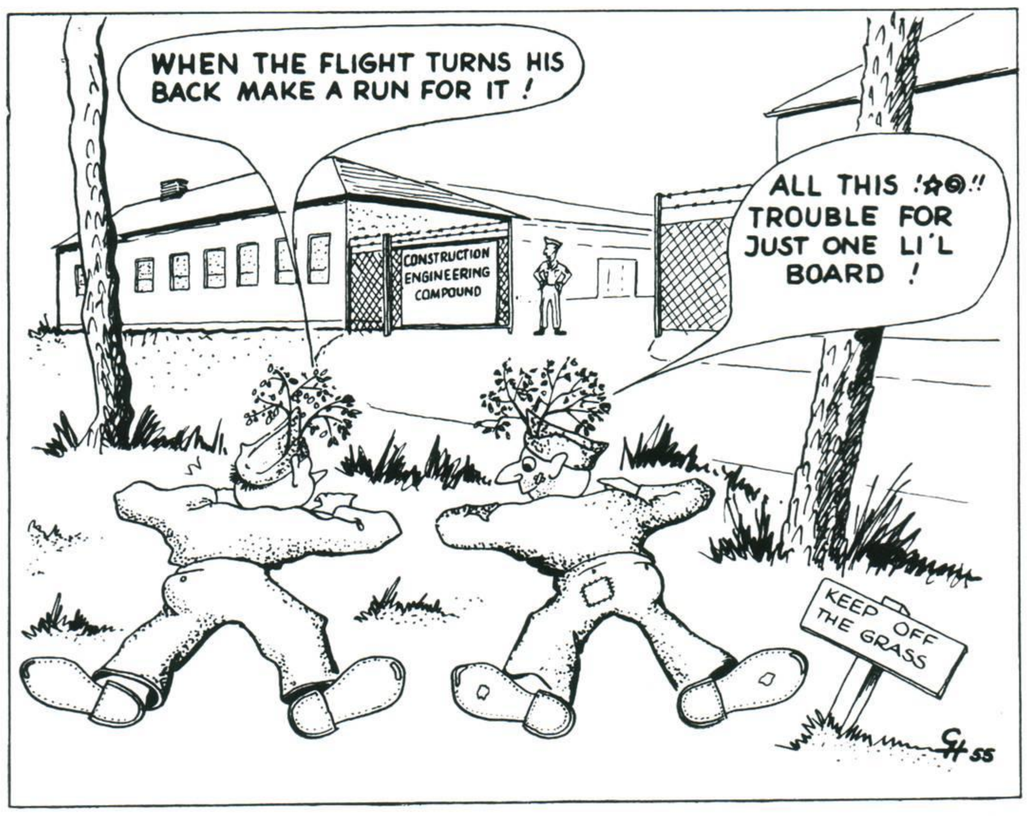
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RHINE VALLEY PARK SENIOR SCHOOL 1961—62 STAFF

Front row (L to R) — Miss Stewart, Miss Laird, Miss Sutton, Mr. Perry (Principal), Mr. Proctor (Vice Principal), Miss Keene, Miss Chute, Miss Rowlands.

Middle Row — Mr. Krelaty, Miss Kara, Miss Wheeler, Miss Kunce, Miss Hodder, Miss Sinclair, Miss Gallant, Miss Woodburn, Mr. Metivier

Back Row — Mr. Turchan, Mr. Gilles, Mr. Bice, Mr. Ritchie, M r. Marion, Mr. Bergeron, Mr. Gallant, Mr. Alexandruk, Mr. Avery

The PMQ School, 1961—62, reflects the ebb and flow of personnel which has, to date, been so much a part of the accepted pattern of affairs in 1 Air Division. Gone home, to new areas of teaching or to the old familiar ones, are fine teachers like Miss Irene Buckles, Miss Diane Rogers, Miss Yvonne Mercereau . . . a total of ten. For them, a tour completed; a job well done.

There is no substitute for quality and replacing such people is not easy. But there is the challenge of aiming at high standards already set and, even, of surpassing them. That is the goal for the members of the staff completing the second year of their tours, and for the ten new arrivals for whom the job has just begun. The new teachers come well qualified and well recommended. 4 (F) Wing bids them welcome.

Mr. Charles Avery — calls Winnipeg his home and the University of Manitoba his alma mater. Mr. Avery has had many years of experience as a principal and a teacher in the Keystone Province and will work in the High School Mathematics and Science departments. Mr. Avery (and Mrs. Avery) live now in Rastatt's new "Canada House".

Mr. George Bice — from the Public School system of Sarnia, Ontario, and London Teacher's College. Mr. Bice, who teaches a Grade 5 class, is new to 4 Wing but not to Air Division. Last year he was at the 2 Wing school.

Miss Joan Gallant — has a Grade 7 class and is a product of Nova Scotia's St. Francis Xavier University. Miss Gallant's experience is trans-continental — elementary and secondary schools in Nova Scotia and secondary schools in British Columbia.

Miss Mary Hodder — comes from the elementary schools of the capital city, Ottawa. Miss Hodder, who teaches a Grade 5 class, received her training at Ottawa Teacher's College.

Miss Ann Keene — also a newcomer to 4 Wing after a year at another Air Div. school. Miss Keene comes to us from Brockville, Ontario, and the University of Toronto. Last year at Metz; this year teaching high school English.

Miss Gana Kunce — takes over the task of teaching Health and Physical Education to the girls of the school. Miss Kunce is a graduate in Physical Education, McGill University, and taught previously in New Liskeard and Sault Ste. Marie, Ontario.

Mr. Alan Ritchie — reaches 4 Wing by way of Scarborough, Ontario and took his training in Toronto Teacher's College. Mr. Ritchie has a Grade 6 class.

Miss Mary Rowlands — has her M. A. from McGill University and has taught at the secondary school level in Quebec and Scotland. Miss Rowlands is on the high school staff, teaching English, Geography and History.

Miss Joan Sinclair — received her training at Toronto Teacher's College and has taught for a year in England as well as in Toronto. Miss Sinclair's class is a Grade 5.

Miss Suzanne Stewart — also has taught in England and in elementary schools in Ontario after training at Hamilton Teacher's College. Miss Stewart teaches a Grade 4 class.



RHINE VALLEY PARK JUNIOR SCHOOL 1961—62 STAFF

Front row (L to R) — Mrs. Dodds, Miss Ryer, Miss Mann, Mr. Dodds (Principal), Miss Wudke, Miss Ross, Miss Gilker
Back Row — Miss Darling, Miss Aldred, Miss Metcalf, Miss Jodoin, Mrs. Burton (Secretary), Miss Landreville, Miss Wood, Miss Veale, Miss Bachlet, Miss Edney, Miss Haviland

NEW TEACHERS 1961—62

Miss E. V. Bachlet

a) Educated at University of British Columbia and Victoria Teachers' College, B. C.
b) Taught at Fort Nelson, B. C., last year.
c) This year teaches Grade 2.

Mrs. W. Dodds

a) Educated at Peterborough Teachers' College, Ontario.
b) Taught in Kingston, Ont., last year.
c) This year teaches Grade 1.

Miss L. Edney

a) Educated at University of Saskatchewan Teachers' College, Sask.
b) Taught in Whitehorse, Yukon, last year.
c) This year teaches Grade 3.

Miss A. Gilker

a) Educated at Macdonald Teachers' College and Sir George Williams College, Quebec.
b) Taught in Pointe Claire, Quebec, last year.
c) This year teaches Grade 3.

Miss J. Haviland

a) Educated Hamilton Teachers' College and University of Toronto.
b) Taught in North York, Ontario, last year.
c) This year teaches Grade 1.

Miss V. Jodoin

a) Educated at University of Ottawa Teachers' College.
b) Taught in Cornwall, Ontario, last year.
c) This year teaches Grade 4.

Miss J. Landreville

a) Educated at University of Ottawa Teachers' College.
b) Taught at Holy Cross School, Ottawa, Ontario, last year.
c) Teaches French Conversation, this year.

Miss M. E. Veale, B. A.

a) Educated at Toronto Teachers' College and McMaster University, Hamilton, Ontario.
b) Taught in Toronto, last year.
c) Teaches Kindergarten, this year.

Miss M. Wood

a) Educated at Ottawa Teachers' College.
b) Taught in DND School at Rockcliffe, Ottawa, Ontario, last year.
c) Teaches Kindergarten, this year.

Mrs. C. King is the School Nurse.
Mrs. C. Burton is the School Secretary.

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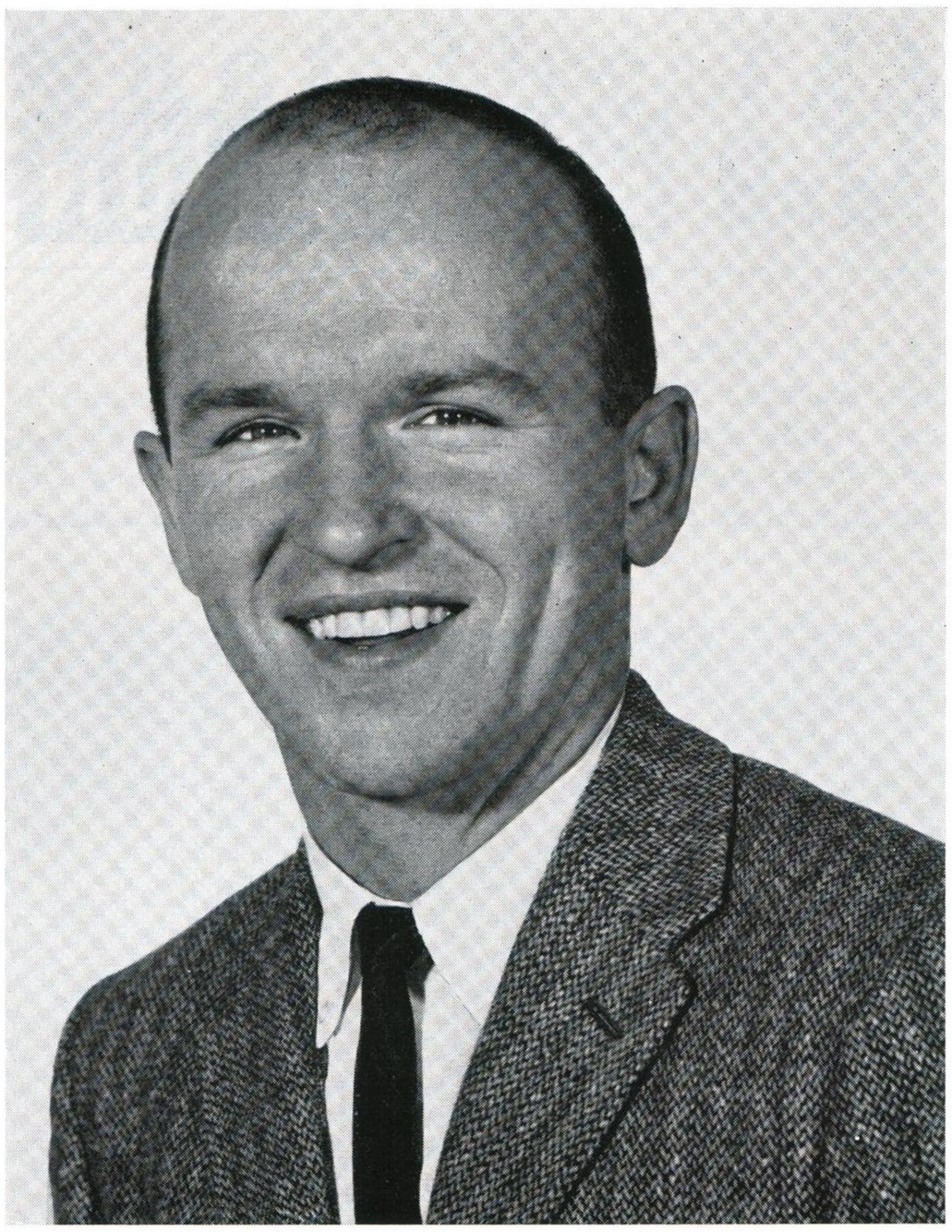
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Mr. R. A. Dodds

Mr. Dodds, newly appointed principal of 4 (F) Wing Junior School, comes to us from Kingston Ontario where he held the post of City Recreation Director from 1957 to 1960.

He was born (as most of us are) in Harriston Ontario (this writer was too polite to ask "Wherdahellzat?") sometime within this twentieth century (again politeness prevented this story from being too factual). While his parents are of Anglo-Saxon origin Mr. Dodds points with pride to the fact that he is an adopted brother to the son of Cochise, the great Indian warrior (this all happened while he was footloose and single and all we can say is that it must have been a dandy powwow). Mr. Dodds claims that the major item in the tribal initiation rites was that of scalping. We agreed with him that his hair had indeed been worked on.

Mr. Dodds is a graduate of Queen's University with a Bachelor of Arts and Bachelor of Physical Health and Education degrees. He went through Carleton University in Ottawa but stayed only long enough to fix a leaky faucet. Presently he is working for his Bachelor of Education degree from the University of Toronto.

As principal of the Junior School Mr. Dodds will head a staff of 18 teachers who are responsible for 525 pupils in Grades One to Four, and Kindergarden (he refers to his pupils as "little pets" with about the same feeling as Clyde Beatty when he opens the door to the lion's cage).

On the lighter side of the ledger Mr. Dodds is a well known Southern Ontario hockey player. As a goaltender he has played for:

1. Kingston Junior Canadiens (OHA Junior B)
2. Kingston Goodyears (OHA Sr. B Champions 1955)
3. Napanee Comets (OHA Intermediate A)
4. Queen's Golden Gails (Intercollegiate Sr. Hockey)
5. Several games with Belleville McFarlands (OHA Sr. A World Champions)

The SCHWARZWALD FLIEGER on behalf of the entire Wing wish Mr. and Mrs. Dodds (the former Wilma Wagar of Napanee) all the best during their tour here.



Police line=up at 4 (F) Wing. The innocent looks on the faces of the suspects are not to be taken seriously. The warden, Mrs. P. Aber, wears the worried look. *(Nursery School Photo)*

Sports and RECREATION



PEN PICTURE OF THE MONTH

Each month, your correspondent will endeavour to present a short pen picture of one player. This month, we give a brief write up of Cpl. Bill Hockley. Bill is the team's present centre-half. He commenced playing soccer at the age of nine years when the family moved to the London area. In public school football, Bill played in goal, outside right, and right half. Leaving high school, for college, he played in the right half position for the South West Essex Technical College, and was picked to represent the London Colleges against Welsh, and Continental teams. Subsequently, after finishing school he played for a number of teams in the East London area, until the war period, when his playing was restricted to games with naval units. Joining the London police force at the end of the war, he played both divisional, and sub-divisional football each week for the nine years he was with the police. The hurly burly of this sphere of soccer saw him collect two broken knee caps, several broken ribs, and a broken right ankle on no less than three occasions. He has still continued to play whilst with the RCAF, having played at Aylmer, Trenton, Sarnia, London, Ontario, and Calgary, Alberta. He is one of the men who have had the RCAF soccer coaching course, and was, along with Russ Nicholls, a member of the team that defeated the cadets hitherto undefeated team at Winnipeg in 1957. He is currently known for his ability to smoke his team-mates' cigarettes, and says he hopes to continue to play with the station team until he is able to find out why it is necessary for Russ Nicholls to carry a jar of Brylcream to every game.

SOCCER NEWS

Since the last issue of the Flieger, the 4 Wing soccer team has played three matches. The first, a home game with the Kehl Customs Police, in which the Wing were unable to field a fully representative team, ended in a deafeat by 5—1. Later in the month, the Karlsruhe American Army team, that currently plays in the six team loop were entertained here, the result being a very fair tie at 3—3.

On 21 October, the team went to Friestadt to play the return game with the Kehl Customs. The game was played at a fast pace throughout, and the 4 Wing defence did well to turn back the German forwards, who were very fast and dangerous in front of the goal. Scoring was opened by centre-forward Johnny Erbs after some 15 minutes of play. This lead was soon increased by outside right, Tim Vanraemdonck, who fired in a blast from the edge of the field, to completely beat the Kehl goal tender. Vanraemdonck went on to play the best game of his career with the team, showing a fine turn of speed throughout the whole game, backed up by plenty of fight. Number three was put in the back of the German net by Kenny Ned, who, as usual, played a steady game, this time in the forward line. Half time came, with the score at 3—1 in favour of the Wing team. The second half saw the Germans turning on the heat and soon the score was evened at 3—3. Still, the visitors were not finished, and considerable pressure on the German goal, resulted in Vanraemdonck netting number four for the Wing. Not to be outdone, Kehl rallied, and with ten minutes left for play, had the ball in the 4 Wing net to even the tally at 4—4. Here it must be said that none of the Kehl goals could be faulted to goalie Westall, who had no chance with any of the shots that beat him. Trevor played his best game of the season, and, if he can continue to show this improvement, should stand a good chance of making the goalkeeping chore all his. With some five minutes left for play, Ken Nugent appeared in a goal mouth melee with the ball at his feet, and he made no mistake, by beating the Deutsche keeper, to give a well earned victory to the 4 Wing team.

Another match with these sporting Customs players is scheduled at his Wing in the first week of October.

On 29 October the team goes to Karlsruhe for the return game with the U. S. Army, and later in the month, the Rastatt team that were defeated by the Wing on Friends' day, will be given an opportunity to get their revenge at Rastatt. It is rumoured, that they will play a retired world champion sprinter in their team on this occasion, so "oldsters" Gale and Hockley are advised to have their after burners checked prior to the game. Johnny Erbs, and Jim Dougal are on the injured list, likewise F/O Speedy Fast. Let's hope these players will be fit and ready for the Air Div league, which will be starting very soon now. Welcome also to newcomers Pete Bottoms, and Johnny Hamilton, who have started to work the kinks out of their legs in the practice sessions.

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• Meet the (4) Wing Raiders

Each month our Readers will be introduced to a few Raider Team members. Starting this month we have:





GENERAL MANAGER

F/L G. D. MACKEY

F/L Mackey, Wing Recreation Officer, is assuming the position of General Manager of this year's edition of the Raiders. F/L Mackey has been at 4 (F) Wing eighteen months, having previously served in the post-war years at AFHQ and Stn. Rockcliffe. He is a firm believer in the important part hockey, and the Raiders in particular, can play in promoting friendly relations with our European hosts and he is gearing the team for this role. With a year's know — how behind him, F/L Mackey has been expending a great deal of effort in negotiating for top European teams to come to the Wing to take on the Raiders. He advises that, with a stronger Air Division League coming up and only top European opposition being sought, that there will be no soft touches for our Raiders this year.

COACH

SGT. S. E. RAFUSE

Sgt. "Chuck" Rafuse was born and reared in Windsor, Nova Scotia, where he got his initial training in hockey. In due time he progressed from the High School league to Senior "A" with the Windsor Maple Leafs. Since joining the RCAF in 1941, he has played with and coached teams ranging from Mess and Inter-Section to the Olympic level. Upon his arrival at 4 Wing, Chuck took over the coaching of the then new Raider club. That year they downed the much publicized 3 Wing Flyers and brought the trophy home. After 27 years of hockey, Chuck again has the job of bringing the championship back to 4 Wing. His station job is NCO i/c Safety Equipment.

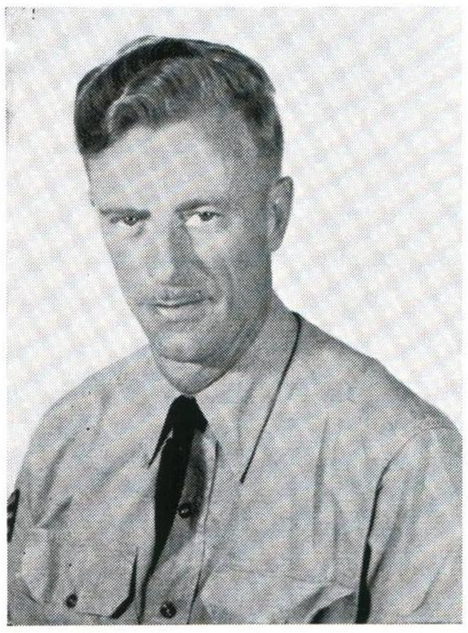
ASSISTANT COACH

CPL. A. G. SHAND

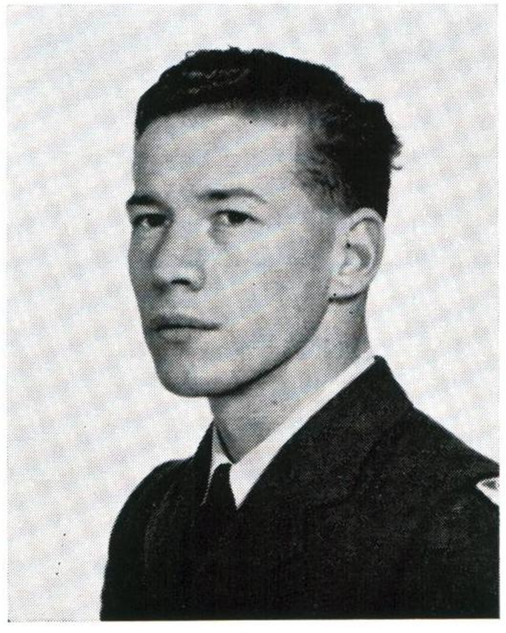
Cpl. "Al" Shand is a product of Wapella, Saskatchewan. While a resident of that community, Al worked his way up to the Intermediate "B" hockey level. In 1952 he joined the RCAF and four years later played with the Coldlake team in the Air Defence Command finals. Coming to Air Division in 1957, Al helped the Wing Maintenance team to win the Inter-Section league. Since then he has been a pillar of strength on the Raider blue-line. Al is 27 years of age, 6 feet 2 inches and 190 pounds. He and his wife Joyce have two children, David and Marilyn. Al is employed by Wing Maintenance as an electrician.

LAC R. W. FRASER (GOAL)

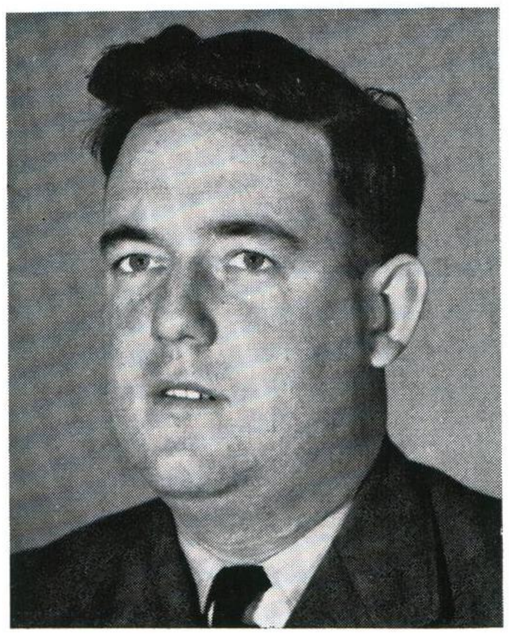
LAC "Tubby" Fraser began his career in 1946 with the Lloydminster entry of the Junior "B" league. He has also played Intermediate "A" in Saskatchewan and Alberta and attended the New Yorker Ranger Hockey School in 1948.



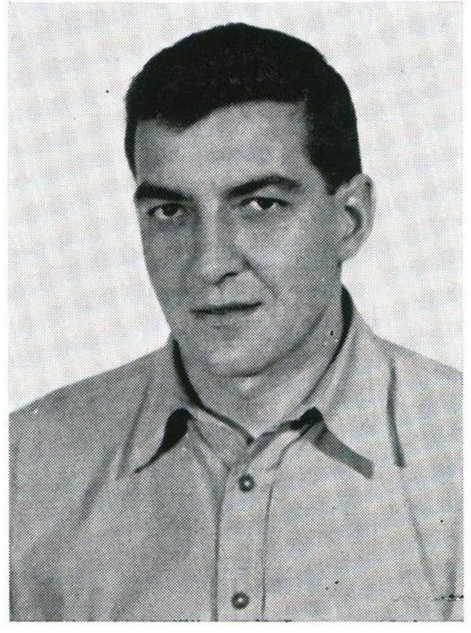
SGT. S. E. RAFUSE



CPL. A. G. SHAND



LAC. R. W. FRASER



LAC. G. S. FLEET

Roy played the 1952—53 season with the Canadian Navy and then moved on to Commercial Hockey in Nanaimo, British Columbia. Since then he has been the outstanding goal-keeper with the station team. Tubby is 30 years old, married, and has two children. His trade, as an armourer, has him working at Wing Armament under Cpl. Dolbak.

LAC G. S. FLEET (LEFT WING)

LAC "Jerry" Fleet was born in Halifax in 1932. Until his move to Air Division in 1959 he had played the majority of his hockey in that part of Canada. He was a member of the Air Force hockey team at Halifax for three years and played for the Greenwood Bombers in 1957 when they were the finalist in the Maritime Senior "B" league. For the past two years, Jerry has been with the station team. Last year he amassed an impressive record of 42 goals and 24 assists. A misplaced barman, Jerry is now employed by central warehouse under F/S F. Bouthier. He and his wife, Dolores, have two children: Debbie and Gary.

LADIES CURLING NEWS

The general meeting of the Ladies Curling Club was held in the Rec Hall on 19 September at 2.30 PM.

The executive for the 1961—1962 season are as follows:

President Marg. Pardoe
Vice-President Dorothy Simpson
Secretary Marg. McElroy
Treasurer Hazel Miller
Draw Masters Isobel Avery, Abby Bridgeman

We have an enthusiastic group of curlers at 4 Wing as we had approximately 85 names submitted which enabled us to form 20 rinks.

We could imagine the expressions on some of the girls faces when they read their names on the list and found they were "SKIPS" or "THIRDS" this year. The wailing of "I don't know how" and "I haven't curled long enough" will be our theme song for the next month or so.

We have quite a few new faces in our club this year, many curlers from other clubs and many beginners. A big welcome to all these curlers and may their curling at 4 Wing be happy and successful.

With so many new members, we have a serious lack of brooms. So if anyone drops in at the rink to watch us, you may see the curlers using everything from whisks to vacuum cleaners to "sweep" those rocks down the ice. Expect we are all much more familiar with vacuum cleaners anyway!

However, we all will be looking forward to our Christmas Bonspiel which takes place at the end of the first half of the schedule. Prizes will be given the various winners at a "get-together" following the last games of the 'spiel. So get "on the broom" and take home a prize this year!

OPEN INVITATION

You are cordially invited to attend the first meeting of the 4 (F) Wing Ski-Club for the 61—62 season. The meeting is to be held 18 October 1961 at 2000 hrs. in the Wing Ground Training building. You say "well I'd like to attend, but I don't ski", well this is one of the purposes of this invitation, the skiers don't need an invitation, they will be there. As for you, dear reader, you will soon learn to ski, so come along. What's that you said, you don't have any equipment, well, as our German friends say, "MACHT NICHTS". We will lend you skis, poles and get you a 10 % discount on the remainder of your equipment. Membership fees should not present a problem, as they will be set at this meeting and your vote will be required anyway.

About the only thing that should stop you now is not getting enough notice, well by the time you read this invitation you will have seen DRO's posters and, through the courtesy of the theatre manager, Mr. Burnside, notices on the screen. So being presumptious we welcome you to the club.

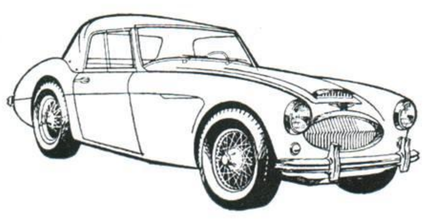
PS We would ask you a favour if we may, "Tell your friends to come along, if they are:

(1) in the RCAF

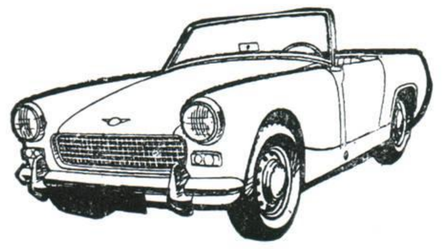
(2) a dependent 16 years or over of a member of the RCAF, or

(3) A Canadian civilian employed at 4 (F) Wing".




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419 SQN

419 Squadron

by F/L W. J. Penfold

September was a busy month for the Moose Squadron, as we sharpened up our horns for the Southern visit, now past news, which will be reported in the November issue.

During all the hustle, F/O Clark scampered around with his clearances, and the Squadron said "Goodbye" and "Good Luck" to Bev and Pooz as they sailed to their new 412 Squadron Ottawa transfer.

While we were wishing our farewells to them, along came two newcomers — a boy to F/L and Mrs. Marcel Ouellette and a girl to F/O and Mrs. Jack Parkinson. Congratulations!

Recently, we initiated into 419 three of the "ground-pounders" at 4 Wing — F/L Bruce Mitchell, F/O Bill MacPherson, and P/O Belch Mc Swirl. Along with these new honorary members, we would like to introduce you to an "oldie" — F/L Blake Lloyd.



F/L H. B. LLOYD



F/O W. J. Mac PHERSON

F/L Lloyd hails from Schornberg, Ontario, a small hamlet near Toronto, and joined the RCAF in 1948 as a Radar-Technician. Feeling that he had mastered this trade, he then remustered to Aircrew, and gained his Navigator wings in 1951. After a tour on Lancasters at 405 Squadron in Greenwood, he found the lure of Flying Control too much to resist, and 1953 found him in his present trade — Air Services/Flying Control.

Besides Greenwood, he has served on such stations as Summerside, St. Hubert, Torbay, and Goose Bay, from where he was transferred to 4 Wing.

During 1959, Blake was in Sardinia with the Squadron, and helped Bruce maintain his "top gun" score, although at times members of the Squadron were sent creeping through the cactus for the elusive flag that never did fall in the right place. For this, he has gained the everlasting nickname — "Drop-it-NOW".

With us at our recent Sardinia camps has been a shy, quiet, temperate fellow — F/O Bill MacPherson. Bill has helped to keep the cameras whirring at the right times, so that the scores come out the right way, and for this we welcome him heartily to the Moose family.

F/O MacPherson is from Moulus River, New Brunswick, and is a twenty-year veteran of RCAF photography. He first served during the Second World War with 414 Squadron as a photographer, and after 1945 spent tours at Rockcliffe, Rivers, and Air Material Command. He was commissioned in Canada in 1960, and was soon transferred to his present position at the Wing.



F/L F. B. MITCHELL



P/O B. M. McSWIRL

Another, honorary member, F/L Bruce Mitchell, has a very large qualification to join any CF Squadron. He is one of the very few in the RCAF who has attained over 2000 hours on the CF 100. He amassed this time during his stay with the All-Weather OTU at Cold Lake, and his tours at 445 and 428 Squadrons, both at Uplands.

"Mitch" is from Toronto, Ontario and joined the Service in 1951. After following the pipeline down to MacDonald, he was transferred to Summerside to fly the big Dakota. From there he went on the CFs, and finally left the OTU to become Housing Officer at 4 Wing.

And last, but certainly not the least we also welcome P/O Belch McSwirl to the ranks of 419. Desperately searching for someone to add a bit of "class" to our organization we were relieved to have him suddenly appear at 4 (F) Wing. Belch is a bonvivant, brilliant raconteur, lusty gourmet (he gums his food, never chews) and best of all he is officer commanding Building 17 (both wings). Because of his inside information as to what is "cooking" the single types of our squadron have really gone nuts over Belch.

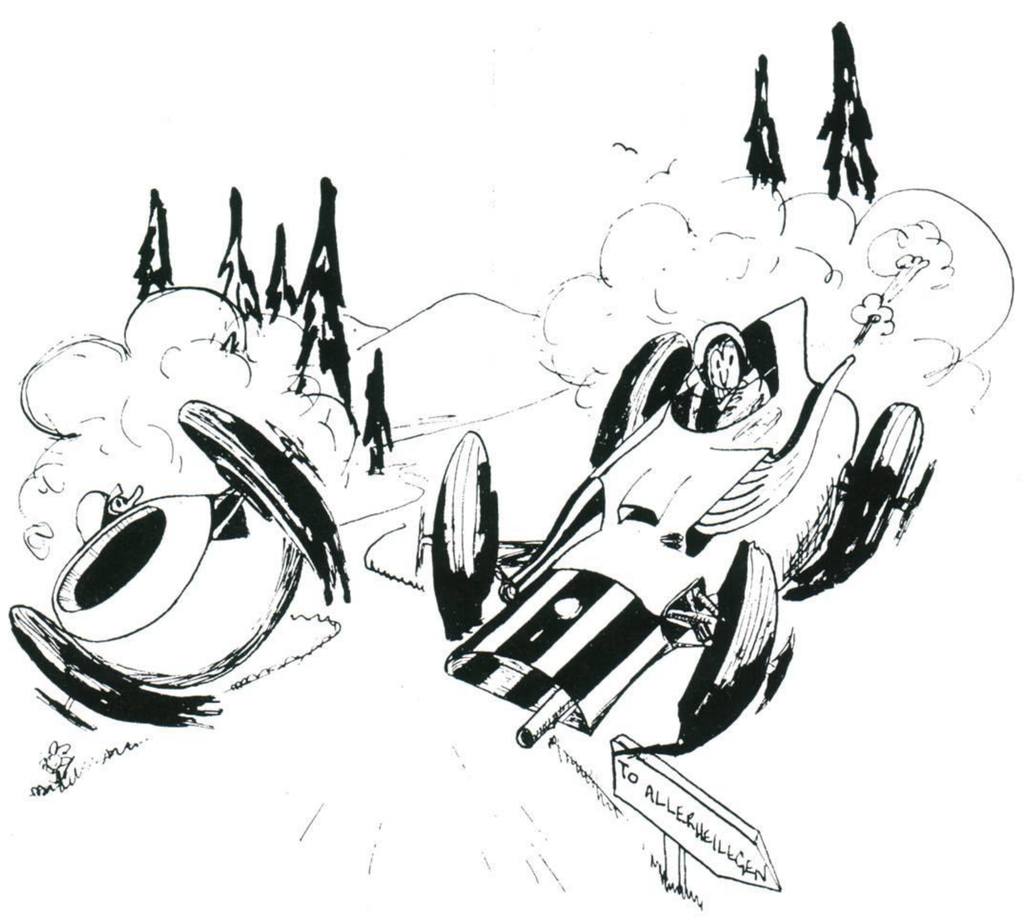
And so, three rousing cheers for our new honourary members — Blake, Bruce, Bill and Belch.

422 Sqn

F/O's Wesch & Little

With all due apologies for the slip-up in last months column — mainly on account there wasn't one — we will again amaze you with our superior skill by writing in twenty lines what could simply be said in two.

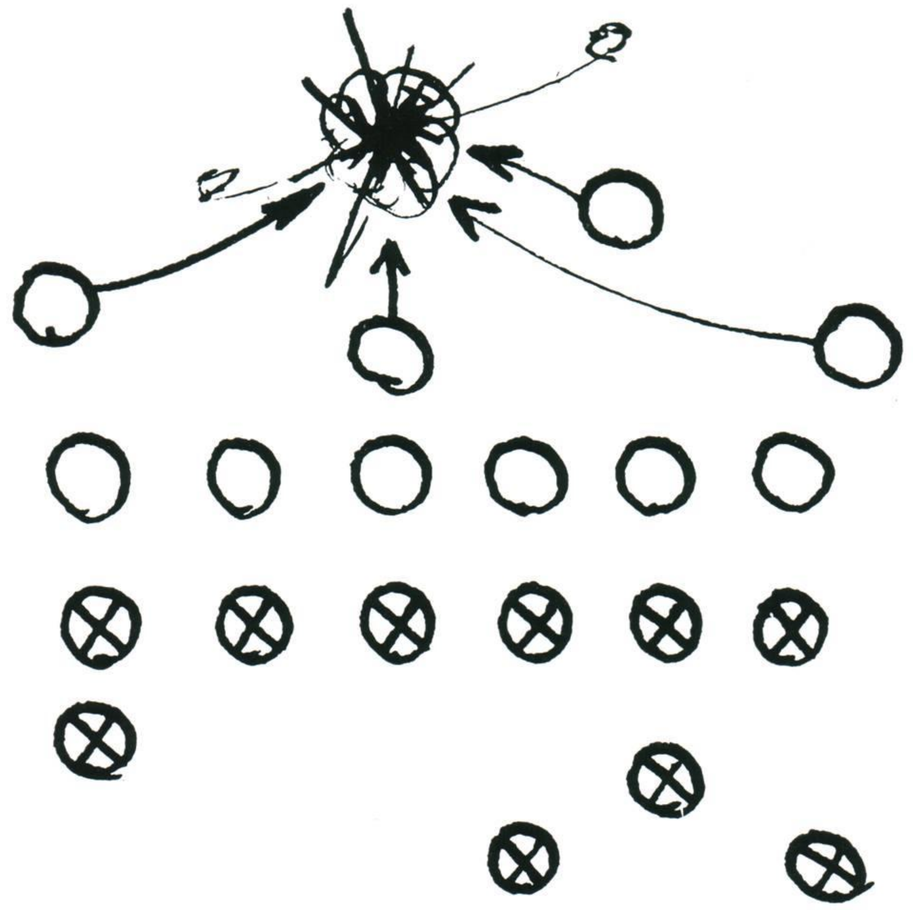
A 422 Car Rally was held some time ago, named such as a legal guise for an illegal road race. The rally was terminated at the 422 dispersal with a steak barbecue, the day having proved to be very enjoyable for most as well as successful for Sue and Gord Jennings who were the rally winners. Although many wives drove while husbands navigated, few divorces or separations have been noted since, which says much for husband — wife compatibility on the squadron.



Hah! All participants who started managed to finish in one way or another without troubles other than navigation. It was especially notable that even Group Captain McNair returned without touching a wrench to his Jag.

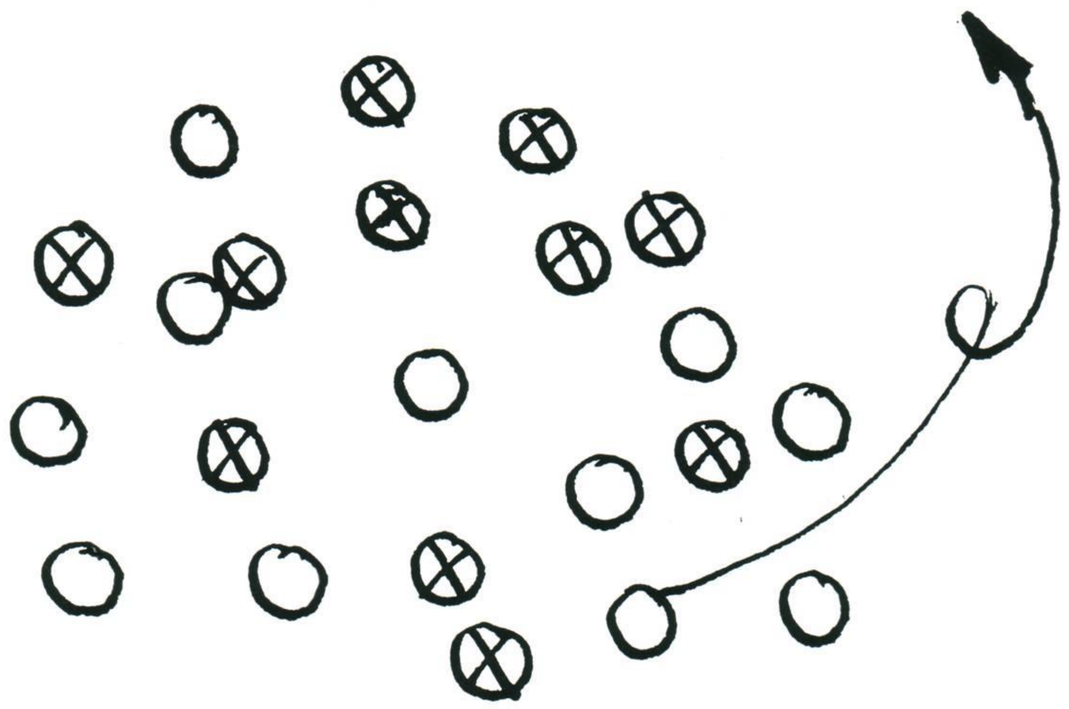
Four wing has long been noted as one of the few wings where all squadrons fit well together. This cordialness was noticed when a mixture of S. M. U. bods from the squadrons terrorized, while on leave, the quiet, sedate??? Danish town of Aalborg. Many tales have been told of the skits and games there, most of which can be heard form small suspicious looking groups of the S. M. U. found in various dark and dank corners of the bar. While on the subject of the Single Man's Union, a wild rumor has been running around that a 444 member snuck away to Canada to tie the knot. Len, why? The least you could have done was to enjoy a quiet "fill-in" party with the boys before leaving.

Like, flag football is back in season, man! Here are a few gridiron terms taken from Mad Magazine for those of you who don't read the satirical garbage printed therein.



1 Backfield in Motion

Quarterback calls for play "J-22". Left halfback misunderstands and thinks he has called play "K-22", Right halfback isn't even listening, and doesn't know what play he's called. Fullback thinks quarterback is an ignoramus, decides to run play "R-22" on his own. Play ends in 19 yard loss, team is penalized an additional 15 yards for unneccessary roughness against one of their own members.



2 Kick Off

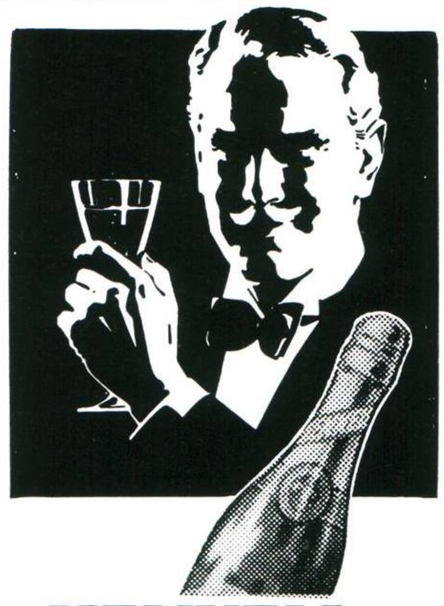
Fullback smears ketchup on uniform while in huddle. As play begins, he clutches chest and falls, screaming, "I been shot! I'm . . . I'm kicking off!" Other players gather around in morbid curiosity. Quarterback, taking advantage of distraction, scores touchdown. Play ends with fullback being rushed to infirmary, where he watches far more thrilling game on T. V., then makes date with student nurse for Victory Hop.



S/L P. K. HIGGS

Before closing, we would like to welcome S/L Higgs and his wife Connie to 422 Sqn. and 4 Wing. Hope your stay is enjoyable, folks. It has been mentioned that the S/L has launched a new project of hurling red wine bottles into orbital flight, but thus far all attempts have failed miserably due to freakish German architecture.

Also, a bon voyage to Charlie and Mary Batcock who are returning to Canada. The best of British luck to both of you in the future.



You call it

Champagne

we call it Sekt,

so better ask for

HENKELL TROCKEN

HENKELL

QUOTE

–from the Canadian Government's new Civil Defence booklet for householders:–

IF you were near the explosion without adequate protection, you would be seriously affected by the immediate radiation in addition to being killed.

444 SQN

by F/O's Glen & Armstrong

Triple four is back from leave, happy but broke. Our places of leave were quite varied, ranging from Denmark to Spain and England to Canada. Everyone seemed to thoroughly enjoy the two weeks and are now back in the normal routine.

The best SMU in Air Div. lost two of its members recently when Len Cook was married to Miss Joy Boustead on September 23 and Pete Armstrong married Miss Jane Burdek on August 19. We wish both a very happy and prosperous life.

Cecil started back to work in grand style by sending a four plane section to Italy for three days. However, the pilots complained that the stay was too short because they couldn't get their fill of wine and spaghetti. The biggest event of the month is our deployment to the German Air Base at Leck. All the pilots are looking forward to their stay with the Germans. In return, we have received nine pilots and their supporting crew to the Snake Pit. We welcome the visitors and hope they enjoy 4 Wing and 444 Squadron. There will be more news concerning the parties in the next issue.

In closing, we will add a little poem composed by F/O Glen about two of our squadron pilots:

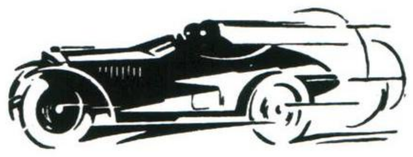
Two squadron pilots, Galloway and Mackay,
Tried to be sailors one fair day,
Up to Calais they did go,
Their skill upon the waves to show.
The gear was ready, the sails were set
To "Jolly Old" was their proud bet.
The channel was calm, but the fog was thick
So it was the French wine that made them sick.

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Delivery to the Officer's Mess and other Institutes



Speed Kills

Slow Down

Telecom Tidbits

by Hal

First thing this month I wish to say for the Telecom section as a whole Welcome back, F/L Jones. I hope your stay in the hospital was not too unpleasant. I know that we are all glad to see you back on your feet again.

Chewing the fat with some of the fellows the other night the subject of station activities came up and we were discussing the participation of the various sections in the various activities. How many of the station activities does your section participate in and not just sit back and watch the other sections participating? Do you belong to a spectator section or is your section a participator section?

Taking a look at our own section I find that very many of the section functions are supported by us. The following will show you to some extent the interest Telecom has in the station.

In the Square dancing club I'd venture to say that 30% of our section are members either in the club as members or in the beginners' class which is now in progress.

CFN Soellingen, our own local radio station broadcasting on 96.6 Mcs FM, has a goodly number of our men in its staff. FS Delcellier is the Chief Engineer and his job is to train the engineers and also to keep the station on the air, which is no mean task in itself. Sgt. Dave Peters and LAC Dave Cole have a Western program popularly known as Double-D Ranch House. Also, Sgt. Dave Peters has a very popular half hour program on Monday evenings that is called Happy Polka Party. LAC Ken Halbert also has a program mostly of listening music but does play all kinds of music both good and bad on the air.

The Telecom section has two teams entered in the now-in-full swing 61—62 Bowling Season. Let's bring the trophy to our section this time.

The Ski Club which will shortly be in operation for the coming season can also claim Telecom representatives, as can the Car club.

The station Theatre, under the capable management of Mr. E. Burnside, also employs several Telecom people. Three of them to be exact.

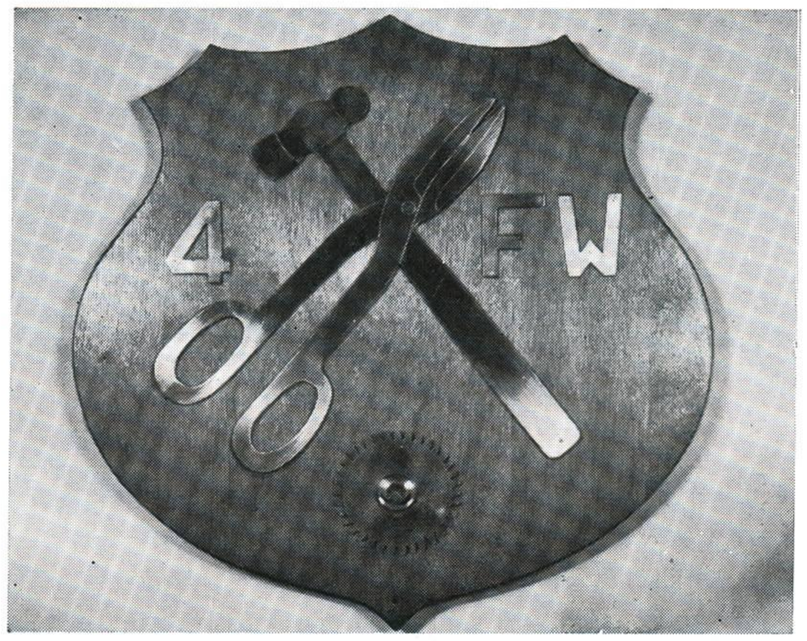
And last but not least the Station Band claims three of our section's illustrious personnel (nothing like boosting your own section you know). I think when you come right down to brass tacks that we have one member or representative in or at every station function. This is really nothing to talk up but how many sections can boast of such interest in the station facilities and activities?

How about a few comments from you "silent sections"? This is a station magazine and every section should have its Scribe but I don't think that every section on the station contributes to our excellent publication, as they most certainly should. Each of the station organizations or clubs such as the Photo Club, Ski Club and other such clubs could and should put an article in each and every month that they are active. I say each and every month that they are active because even over here the clubs seem to run seasonally. Not only would it be good advertisement for your clubs but you would also have a memento to take home with you when you go.

Anyone who has ever had a hankering to do any writing can certainly do so by just writing a short descriptive story about their vacation. Maybe you have seen something not in the guide book that you found enjoyable and interesting or possible you "discovered" a very good hotel, restaurant or campsite. All information like this is especially interesting to personnel here in Europe, and anyone can sit down and write about their vacation. You write letters home to your friends and tell them about your trips so why not do the same for the Flieger readers? Try it — there is no harm in trying.

We have no new arrivals to welcome this month but on the other hand we say good-bye to no-one. Welcome back, so to speak, to all of you that had planned on leaving for Canada in the near future. It's not so bad over here and you won't be here for that much longer I don't imagine.

Well, I suppose I'd better quit rambling and get this off to Mr. Burnside or it'll never make the Flieger in time.



Workshops Quips

by Chuck Thornhill

Flieger time — and here I am looking and listening for what news we have. First we have our news, both the older types and the younger ones.

Welcome to Bob Barnes, his wife and family, may you find your stay here at 4 (F) Wing both enjoyable and exciting. While you are here try the schnapps for a cold, try the schnapps if you haven't a cold. Its just like that old m oo oo n shine.

A hardy congratulations goes out to Geo. and Del Piper on the arrival of their son. Geo. has been coming to work singing that song "I Walk The Floor Over You". This month I would like to add an appreciation to my wife who has presented our other children and myself with a brother and son. At times even I sing the same song as Geo.

Well I see the boys are using better aim when they use the butt cans in the shop. Could this have anything to do with R 211 A time. I doubt it???

Bowling season is with us again. We of workshops aren't placing any bets, but we'll see you on the alleys. Who knows you might be lucky enough to take a string. Some characters, these people of Workshops. Watch out for the foul line, it doesn't argue with you, it just blinks the light and the bells they ring.

At the time of writing Bob Perry is sunning himself in Sardinia. Here at home Mrs. Bob is sunning herself over their Chev of recent vintage. Dang thing is U/S. Check at Merkels Bob, he is still in business.

Gerry Frey was saying he travelled some 2500 miles with his Meteor on his holidays. He says Italy is something like Texas — the widest of roads, the highest of mountains, the

clearest of water and the fullest of Bikinis. Are you going to learn Italian now Gerry? Ted Richards has no comments on the trip, glasses were fogged up at the height of the trip (Riveria Italian style).

Ernie Messner was practicing up on his French lately. When he was in Bertrix he noticed the French was different, but he sure enjoyed reviewing the language barrier, no doubt enjoyed reviewing. Seems that wedding bells will be tolling for Ernie come this February and we say congratulations and be happy to join the gang of husbands.

Jake is now getting his legs in shape for the hockey season. He says that he is planning on seeing more of the games this year.

A Quote:

You can never depend on the weather except as a topic of conversation.

AIR DIV. SKILLED DRIVING FINALS

At 3 (F) Wing, Zweibruecken, Germany, on 11 Sep. 1961 LAC A. R. Hawkins of 4 (F) Wing proved to be the RCAF Air Division's safest and most skilled professional driver.



LAC. A. R. Hawkins receiving award from W/C Jordan of AIR DIV

He won out over 15 other competitors in the annual Safe and Skilled Driving Competition, completing a difficult series of manoeuvres without losing a point.

The practical driving test was the culmination of a two day examination that included written and practical examinations as well as the driving test. All competitors were RCAF Mobile Support Equipment operators, accident-free for at least one year, representing the four Fighter Wings in France and Germany as well as Air Division Headquarters at Metz, France, and 30 Air Materiel Base, Langar, England.

LAC Hawkins who hails from Kenville, Man., was awarded 383 points out of a possible 400. Runners up were LAC L. W. Allen from 1 (F) Wing who scored 374 points and Cpl. A. E. Thom from 3 (F) Wing with 373,5 points.

These three airmen won the right to represent the RCAF's NATO Air Division in Europe at the all RCAF finals at Toronto Sep. 20 to 24.



For the past months Sally has been on holidays from the Flieger. We wish to welcome the following girls to the Wing and hope you enjoy your stay here: In the Supply Trade we have Mary Best, working in Tech Stores, As Clerk Admin we have Esther Annell working in the Education Centre, Edith Beyer and Shirley Connors have joined the Orderly Room Staff with Jackie Coulson, who is the CO's Secretary. Two new faces have also joined the hospital staff, mainly to aid the sick, Vikki Zwicker and Dianne Wilkes.

Good-byes have also been given to Cpl. Inkster (Lady Shirley) who left for St. Hubert and also Gil Moon, accompanying her better half to Portage La Prairie, two of our Med A's Jane Armstrong and Joanne Yager decided to leave the Service and become full time housewives. Farewell parties were held and a good time was had by all.

Our season of Soft Ball proved to be "Not So Good" but was wound up with a big bang in the Airwomen's Lounge when all the girls got together for an evening of games and refreshments and a "better luck next year".

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L. to R. LAWs Annell, Patterson, Best, Philcox, Christie, Routier, Wilkes.

During the first week of August a Marathon Swim was held throughout the RCAF to further celebrate the 10th and 20th Anniversary of Airwomen being in the service. The distance being from Le Havre to Montreal, nineteen RCAF units competed in this event, with ten swimming the distance, 4 (F) Wing came eighth. Thanks are extended to all the girls who helped in this meet to make it a success. We will be looking forward to another Marathon next year.

The time of year has come for the parade of winter sports. We have a league in the bowling association, presenting 4 teams, bowling each Thursday night at 1730 hours. Curling is also getting underway, so lets get out there sweeping.

Basketball, Bromball, Badminton and Volley ball will soon be in the parade, so now is the time to get ready and make up our minds that this year we are going to win.

This year, the same as the past the girls will be supporting an orphanage in Rastatt, we give these homeless children Christmas Presents, a small party and their Christmas dinner To do this we need money, which will come from the dances we will be holding in the Airwomen's Lounge in the next few months, posters will be up giving times and dates, so please come and enjoy yourselves.

Hazel and June spent their holidays in Sunny Spain, bringing back Castanets and no Señors.

Yetti and Bob have wedding bells shining in their eyes, 28th October is the date. Annette is looking very lonely these days with Tom away in Sardinia, any plans made yet Annette?

A daughter was born to May Weatherbie and a son to Flo Dean near the later part of September, both Mae and Flo left the service last May.

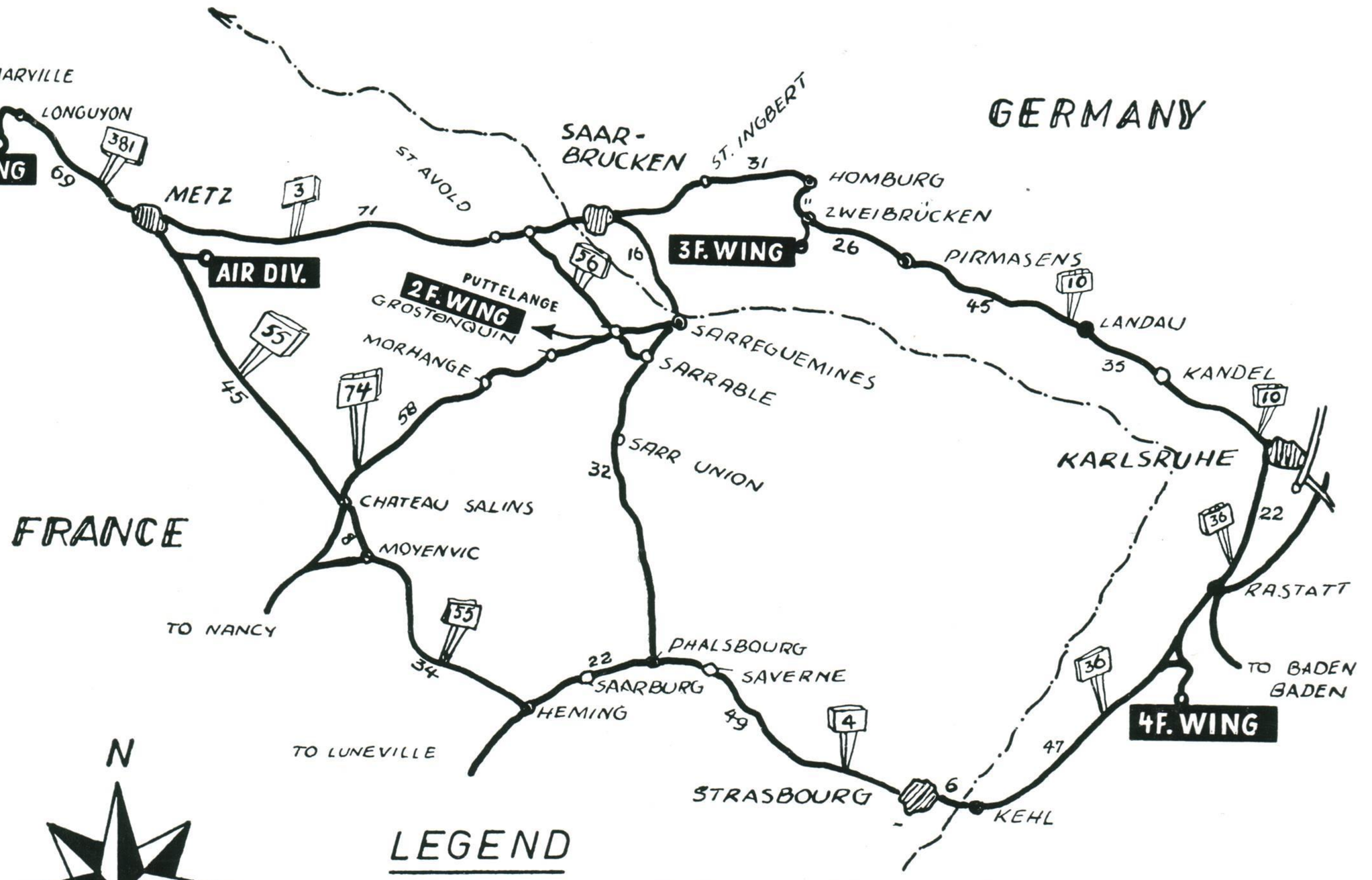
All these seasons campers had a good time, and nice weather to go with it, there has been a few night crawlers around, but a boot usually gets rid of them.

Taffy has been spending her Summer and Fall in the hospital, a "Get Well Soon, Taffy" is extended from all the girls.

Helen, Mary Ellen, Jane and Ce'Lyne have been our summer brides.

Kathy was very happy about her transfer to Downsview, until all of a sudden she is needed, and perhaps may have to be here a few more months.

This seems to be all the news for now, so until next month aufwiedersehen.



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