

Schwarzwald Flieger



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# EDITORIAL



# Canadian News

## Vertical Take-off F-104

On Monday, June 18, the people of Canada will choose their government. From coast to coast conscientious Canadian citizens will exercise their right to vote and thus choose their leaders for the next five year term of office.

All members of the armed forces are eligible to vote and as a Canadian citizen you should look on this as a responsibility as well as a privilege. For the past three days the members of 4 (F) Wing have visited the polls and voted for the candidate of their choice, running in the constituency of their selected place of residence. These ballots, known as absentee ballots, will be forwarded in sealed containers to the polling offices concerned and counted in the final results.

All candidates who are successful in the forthcoming election will become members of the "House of Commons". Thus the House of Commons becomes the voice of the Canadian people, the foundation without which our democratic government would surely collapse.

Representation in the House of Commons is based on population and is apportioned by provinces. The following is a table of distribution after the last census.

| Province  | Representation | Province | Representation |
|-----------|----------------|----------|----------------|
| Man.      | . . . 14       | P.E.I.   | . . . . . 4    |
| Sask.     | . . . 17       | N.S.     | . . . . . 13   |
| Alta.     | . . . 17       | N.B.     | . . . . . 10   |
| B.C.      | . . . 22       | Nfld.    | . . . . . 7    |
| Yukon     | . . . 1        | Que.     | . . . . . 75   |
| MacKenzie | . . . 1        | Ont.     | . . . . . 85   |

Generally, candidates running in a federal election represent certain political ideals and are members of a particular political party. Following tradition, the leader of the party having elected the most members will be appointed, by the Governor-General, to the position of Prime Minister and asked to form a Cabinet. His party henceforth becomes known as the "party in power". All other elected members become the "official opposition".

The Cabinet, headed by the Prime Minister, is the executive or initiative body of the government. Its members are chosen by the Prime Minister from the House of Commons and are generally from the political party in power.

Although the Cabinet literally "runs" the business of government and is the initiator of most bills and legislation, it is still ultimately responsible to the "House of Commons". All legislation and government business must be approved by a majority of the House of Commons. If the Cabinet loses the confidence of the house, that is to say a government-proposed bill or piece of legislation fails to receive the approval of the house, the government is dissolved and a general election called. Thus we have returned once again to the people; the citizens of Canada who choose the government, compose the government and in the case of disagreement give the final word in the form of their Franchise. This is democracy. Let us hope that we can preserve it.

Switch for the concrete-hungry Lockheed F-104 is a pie in the sky proposal build a vertical take-off and landing version, for entry in the NATO competition. Lockheed President M. C. Haddon said the production lines in Canada and in European and Harland, of Britain, is said to be teaming with Lockheed in countries could be modified to build the aircraft. Short Bros., the design study. The 104 would retain its normal propulsion engine but gain jet engines in wingtip pods for VTOL boost.

— "HAWKS TAKE-OFF ON TOUR" — The Golden Hawks of the RCAF, rated among the world's top aerobatic teams, will take to the air, launching their fourth season of international air displays. The RCAF announced a 56-date tour schedule for 1962, opening at Washington. The first Canadian performance of the season is set for Vancouver. They will perform in Ottawa later.

— "RIVERS PACKS OFF HELICOPTERS" — Canada's marching men in Germany picked up a new dimension with the arrival of the first third of a ninemachine fleet of helicopters direct from Rivers. Loaded aboard a gigant turboprop C-103 B "Hercules" transport by the army and flown to Westphalia, Germany, via Iceland by the RCAF, the three CH-112 Hiller 'copters will provide aerial reconnaissance depth for the Canadian Army who stand as part of the Free World's defence of Germany. The new "choppers" were delivered to the army only a few months ago and were destined to make an earlier jump across the Atlantic to Germany.

— "CF 100 FOR LEE PARK MAKES FINAL FLYPAST OVER CITY" — The CF-100 jet aircraft that will be placed at Lee Park alongside a steam locomotive now is a Mark V version bearing the official jet number 18326 and is valued at approximately \$ 650.000 fully equipped. This aircraft, which has seen RCAF service both at North Bay and other defence points, cost the city \$ 500. After the flight the jet will be taken apart and the powerful twin jet engines will be removed. The superstructure of the craft will be reinforced for mounting purposes at Lee Park.

## FRONT COVER

Chief of the Air Staff A/M Hugh Campell presents the IV Fighter Wing crest to G/C J. J. Jordan C. O. No. IV Fighter Wing at a recent ceremony here.



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

— "ROCKET FUEL CO. FORMED" — Work will start next month on Canada's first commercial rocket propellant manufacturing plant on a 2,000-acre site 20 miles north of Winnipeg. The \$ 2 million venture will be known as Canadian Bristol Aerojet Ltd., and is a joint undertaking of the Bristol Aeroplane Co. of Canada and the giant Aerojet General Corp. of the United States. Initially, it will produce solid propellant fuel for the Black Brant series of rockets now being produced in Winnipeg by Bristol Aero-Industries Ltd. and test-fired at Fort Churchill, Man.

— Ten C 45 Expeditor aircraft were delivered to the French Air Force at Chateaudun, 80 miles southwest of Paris, recently, under Canadian Mutual Aid arrangements. The aircraft and their crew, led by Squadron Leader James I. Sewell of Kelowna, B. C., Officer Commanding 129 Acceptance and Ferry Flight, 6 Repair Depot, Trenton, Ont., were met on arrival above by Colonel Jacques Henry Fourcaut, the base commander, and other high ranking French military officials.

— "BRITISH ARMY PLANS TO DO MORE TRAINING IN CANADA" — Officials say Britain will fly to Canada next winter a parachute company for training at Fort Churchill, Man., and a fully gunned artillery unit for exercises at Camp Shilo, Man. The 1st Battalion, Royal Welch Fusiliers, will fly to Canada next month for six weeks of infantry training at Camp Wainwright, Alta. About 850 men will be involved and they will be airlifted in RAF Britannias with one stop at Gander, Nfld. The Fusiliers are allied with the Royal 22nd Regiment (Van Doos) of Quebec and part of the battalion will put in some time at Quebec City, including the mounting of a guard at the Citadel, before moving on to Camp Wainwright. The Royal Welch Fusiliers are part of the British Army's strategic reserve and are trained to pick up and move by air a moment's notice. Their last exercise was in Libya.

— "THE NAVY'S ROLE" — The purpose of the RCN is to ensure that Canada, in concert with allied and friendly nations, will have unrestricted use of the seas. The role of the RCN, in support of Canada's defence policy, is to maintain sea communications, to defend Canada against attack from the sea, to contribute to the collective defence of the NATO area against attack from the sea, and to contribute naval forces to the United Nations as may be required. The operational tasks of the RCN are to: 1. Defend sea lines of communication through the control, escort and convoy of shipping; 2. Detect, locate and destroy enemy submarines; 3. Contribute to early warning of attack launched from over, on or under the sea; 4. Patrol the coastal areas and approaches to Canadian waters; 5. Keep Canadian ports, anchorages and approaches free of mines; 6. Provide logistics support for the fleet both afloat and ashore; 7. Transport, land and support Army contingents as required; 8. Provide mobile command and base facilities for external undertakings.

— "RCAF TO KEEP INTERCEPTORS HARVEY SAYS" — The RCAF will continue to maintain a force of supersonic interceptors as long as there is a need for the, Air Commodore J. B. Harvey, chief staff officer, Air Defence Command, St. Hubert, Que., told the Rotary Club of Westmount. Elaborate and vulnerable ground installations, particularly airfields, are a handicap and measures must be taken over a period of time to move toward launching sites and vertical takeoff techniques, he said. "Serious thought is being given to an integrated form of logistics support to effect maximum utilization of inventory. We are already well established in terms of automatic data processing."

## FIRE PREVENTION NEWS

"WHEN FIRE STRIKES YOU DO YOU KNOW WHAT TO DO?"

Our daily newspapers frequently carry headlines of tragic deaths by fire. They tell of from one or more children and their parents dying in fires.

Let me tell you the story behind this headline.

At 1.30 a.m. Sunday morning, October 11, 1959, one and a half hours after the close of Fire Prevention Week, fire spread through a two-story flat snuffing out the lives of four small children, ages 7, 5, 4 and 3 years.

The mother and father, sleeping on the second floor, were awakened by the cry of one of the children. The father, smelling smoke, went to the first floor to investigate and discovered the living room couch in flames. He awakened his father-in-law who was sleeping on the couch and after a struggle with him was able to drag him outside. Efforts of the father to return to the second floor were blocked by smoke.

The mother brought the children to the second story bedroom window, instructed them to stay there while she crawled out onto the porch roof and to the window of the neighboring flat to summon help. When she returned to the bedroom window she screamed for her children to come out but they didn't. She tried several times to enter the window but each time the smoke forced her back. When asked why she didn't take them out on the roof the first time she stated "I was afraid they would fall off."

The Chief of the fire department said they could have confined the blaze to a "simple davenport fire" if they had been called promptly.

The above children's lives were lost due to two things

### NEGLIGENCE AND IGNORANCE



NEGLIGENCE in that the grandfather was intoxicated and fell asleep while smoking in bed.

IGNORANCE in that the father did not notify the fire department immediately.

IGNORANCE in the fact that the mother did not take the children out to the roof in the first place. (A broken bone is better than a dead body.)

Next edition your Fire Department will give hints on what to do in case fire strikes you. If you are desirous of knowing prior to this time please remember that the fire hall is open 24 hours a day and we will be only too glad to hear from you and assist in any way possible.

Fire Chief.

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# THE LANCASTER

by W. O. 2 TATE

## CALLING "L" FOR LANKY

"L" for Lanky was the by-word in World War II when anyone talked about heavy bombers. This four-engine workhorse came into being due to the failure of the twin-engine "Avro Manchester". Before discussing the "Lancaster" perhaps we should delve into the reason for the failure and unpopularity of the "Manchester".

The first prototype Manchester L-7246 flew on July 25, 1939. It was built to A.M. Spec P/3/36/ that called for a twin-engine medium bomber to be powered by the new Rolls Royce 24 cylinder "X" design Vulture. It was initially equipped with two vertical fins, then the first production aircraft had three fins. The MK-1A Manchester had two fins, larger rudders and increased tailplane span from 22 to 33 feet. The first contract was set for 200 aircraft, July 1937. The first contract was set for 200 aircraft, July 1937. The first production aircraft came off the line in the middle of 1940. The last of the MK-1s were completed in November 1941. On the 23rd of December, 1943, there were 43 Manchesters destroyed at Metropolitan Vickers by a German air raid.

The first Manchester to enter service was with 207 Sqn at Waddington, November 1940. The first operational flight was a raid on Brest, 24-25 Feb, 1941. Manchesters also took part in the 1000 bomber raid on Cologne. There were so many engine failures in operation that the aircrew were afraid to fly them. Serviceability was extremely low and the aircraft could be termed as a failure. The Manchester was withdrawn from service in late 1942. By this time the Manchester MK-3 had been flown with four RR Merlins and we had the "Lancaster".

This prototype Lanc had three fins, a converted Manchester fuselage and was flown in January 1941. The bomb bay was inherited from the Manchester and was designed to carry



CANADIAN LANC IC

4000 pound bombs. **Note:** A 4000 pound bomb not 4000 pounds of bombs. This capacious bomb bay was later to carry a 22000 lb. block buster.

The second Lanc to fly was DG-585 and flew on 13 May 41. The Lancaster was designed with the servicing view in mind and therefore it was the easiest and best to service of all the four-engine bombers operating in the European theatre of



LANCASTRIAN

war. The first production Lanc was L 7527 and flew October 1941. It had four Merlin MK-10s of 1280 HP plus a dorsal and ventral turret and its' all-up weight had been increased from 10,000 lbs to 60,000 lbs. As a bomber its' performance was outstanding. The following companies tooled up to build them: Avro, Austin, Vickers Armstrong, Metropolitan - Vickers and Armstrong Whitworth.

No. 44 Squadron (Waddington) received Lanc BT-308 Sept. 19, 1941. No. 44 Sqn soon phased out their Hampdens as they were completely re-equipped with Lancs by early 1942. No. 44's first Lanc operational sortie was mine laying at Heligoland Bight on 3 March 1942. The first outstanding low level daylight Lanc raid was made on Augsburg M-A-N Diesel factory on the 17 April 1942. Nine captains of Lancs were awarded VCs. Some of these were: W/C Guy Gibson (known for the Pathfinder), W/C Chishire, outstanding as a leader in bomber command, P/O Mynarski (Can.) 419 Sqn. The first Pathfinder Lancs went into operation 18-19 August 1942 with a raid on Flensburg. One of the most famous Lanc attacks is the bombing of the Mohne and Eder Dams by 617 Sqn, 17 May 1943. After this came many more triumphs; Peenunde V2 site, Aug. 43; Terpitz, Nov. 44; using single 12,000 lb. bombs. It is interesting to note the Lanc was the first in all respects in dropping bombs of ever increasing size. First 8000 lbs, Essen; first 12,000 lbs, Dortmund Canal, first deep penetration tall boy "Saumus Canal" June 1944, first 22,000 lbs "Grand Slam" Bielefeld Viaduct March 1948.

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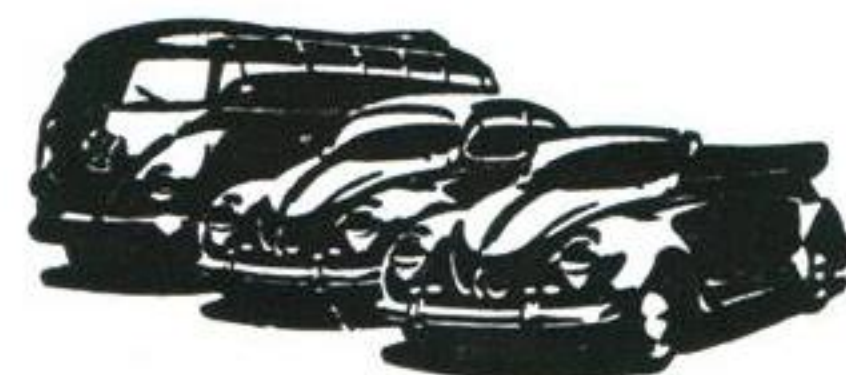
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One of the most satisfactory Lane daylight raids was carried out on Hitler's retreat in Berchtesgaden, 25 Apr 45. The last Lanc raid was made on the oil target at Vallo Norway 25/26 April 1945.



It must be acknowledged by all that the Lancaster was an amazing aircraft and did much to slow Hitler's industrial might down to a standstill. The Lanc could take a lot of punishment and even come back on one engine and the aircraft full of holes. One Lanc in 103 Sqn flew 140 operational sorties of which 15 were over Berlin. This aircraft was finally withdrawn from service. Lanc R-5868 which flew 137 sorties is now a museum piece in England.

The main types of Lancasters flown were: MK-1, MK-3 and MK-10 (Can.). The MK-2 had 1650 HP Bristol Hercules radial engines. The Lanc 1 had MK 20, 22, or 24 Merlin engines of 1460 HP; the Lanc MK-3 had Packard Merlin 28, 38 or 224; Lanc-6 had Merlin 87; MK-10 Lanc Canada Packard Merlin 224s. There was a total of 7,366 built during the war. The breakdown is: MK-1s, 3,544, MK-2, 300; MK-7, 180; MK-10 (Can.) 400 and the remainder MK-3s. It is also noteworthy that no other bomber in the world was capable of carrying a 22,000 single bomb but the Lancaster. Thus "L" for Lanky was indeed a proud call letter to be heard over the R/T.



AURO LINCOLN

## Technical Data - Lancaster MK-1

|                |                                                                                      |
|----------------|--------------------------------------------------------------------------------------|
| Manufactured   | — A. V. Roe, England                                                                 |
| Engines        | — Rolls Royce Merlin MK, 20, 22 & 24                                                 |
| Wing Span      | — 102 ft                                                                             |
| Height         | — 20 ft                                                                              |
| Wing Area      | — 1,297 ft                                                                           |
| Length         | — 69 ft 6 in                                                                         |
| Weight Empty   | — 36,900 lbs                                                                         |
| Weight Loaded  | — 70,000 lbs                                                                         |
| Maximum Speed  | — 287 at 11,500 ft                                                                   |
| Cruising Speed | — 210 MPH                                                                            |
| Range          | — 1660 miles with 22,00 lbs bombs                                                    |
| Ceiling        | — 24,500 ft                                                                          |
| Armament       | — Twin .303 nose turret, four .303 tail turret early models dorsal & ventral turret. |

P. S.: Lancaster MK-10 are still flying in Canada as Rescue aircraft.



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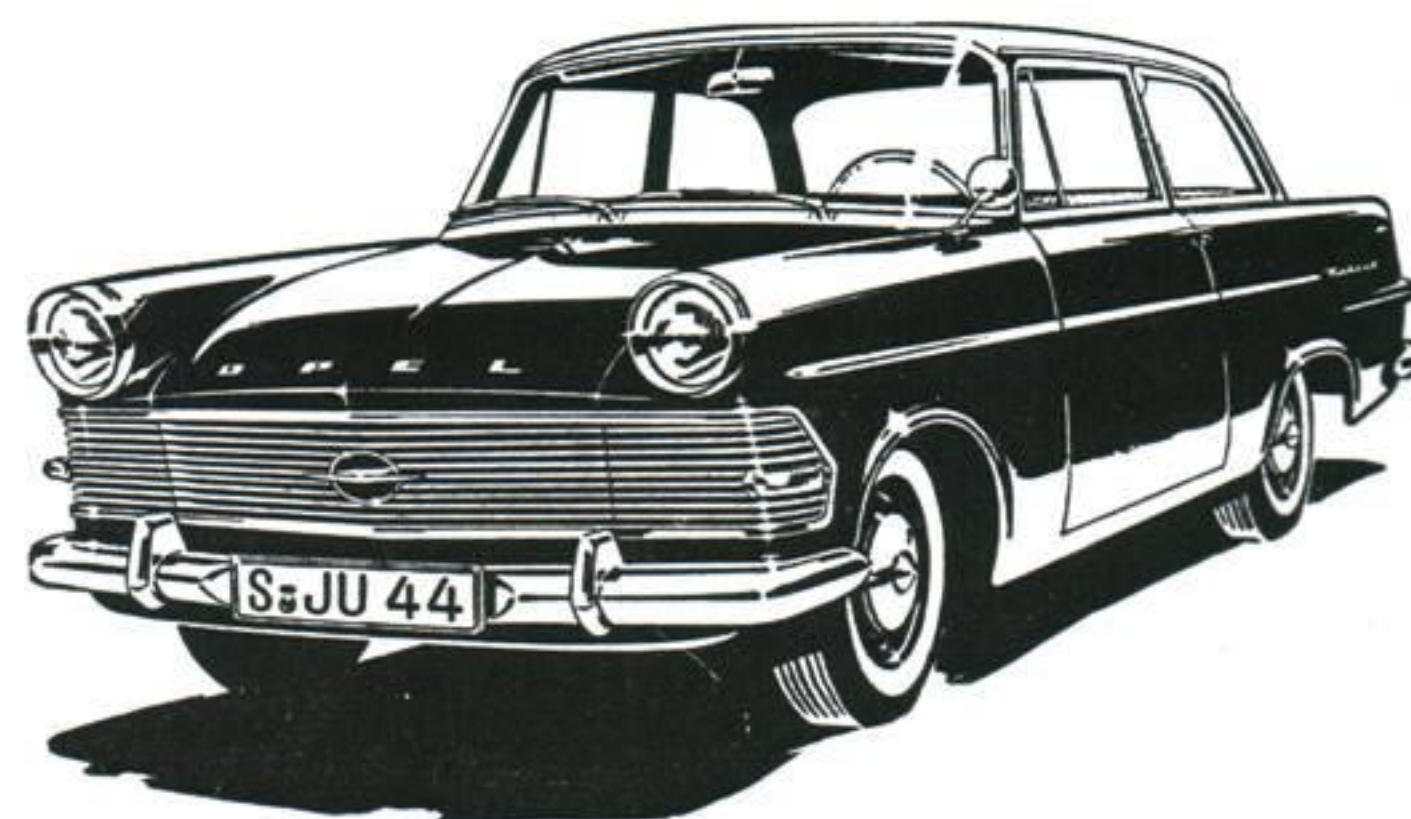
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# SWISS TOUR

The Swiss, who came originally from France, Germany, and Italy, still cling to the ways of those countries and have customs and characteristics that are as varied as the scenery of this rich little land.

Since it is sometimes hard to separate the Swiss from the scenery, and since tourists are frequently as interesting as the sights they go to see, I decided this time to take a look at all three. I flew from Zurich by Swissair and landed at Kloten Airport where I mapped out a tour of this land of a thousand and one sights, hordes of tourists, and five million peaceful Swiss.

I decided to do the planning at Zurich's famous Kronenhalle Restaurant, which spreads one of the richest feasts in Europe. In fact, one can dine with the eyes as well as the palate since the walls are rich with paintings by such masters as Matisse, Picasso, and Dali. First, I was served with a wonderful drink. Weissflog, made from Alpine herbs with a sprinkling of edelweiss. Then I selected a memorable meal from the king-sized menu which included the following: Fiedelisuppe (a rich bouillon); geschnetzeltes Kalbfleisch (slivers of veal cooked in a creamy sauce); and Rosti — finely diced, golden brown home-fried potatoes with traces of onion, accompanied by a delightful, dry red wine called Dole; Tomaten und Sellerie-salat (tomato and celery root salad); topped off by a generous slice of Kirschtorte, a fluffy cake impregnated with cherry brandy.

"Now I would suggest that since you are here in Zurich," said the waiter as I sipped Father William Kummel with my coffee, "the first thing you should do is to see Zurich."

This seemed like a reasonable suggestion, and early the next morning, I set out on foot to inspect one of the cleanest and loveliest cities in the world.

Zurich is a shining city in which each person seems to have a set and steadfast purpose, as he or she moves determinedly through the streets. It is a city that seems designed for walking. While Zurich is one of Switzerland's chief tourist attractions, it has somehow remained unhackneyed, preserving its individuality without catering to the curious, who speed through it like guided missiles aimed at either Paris or Rome. The best word to describe it is "serene". Zurich Lake, which the city embraces like two widestretched arms, shimmers beneath the sun most of the year, and is a magnet which draws Zurichers and tourists alike, enchanting the eye with its gay sailboats, excursion steamers, and the graceful movements of a large flock of swans.

The Bahnhofstrasse is one of the most fashionable shopping streets in Europe, vying with Vienna's Karntnerstrasse,

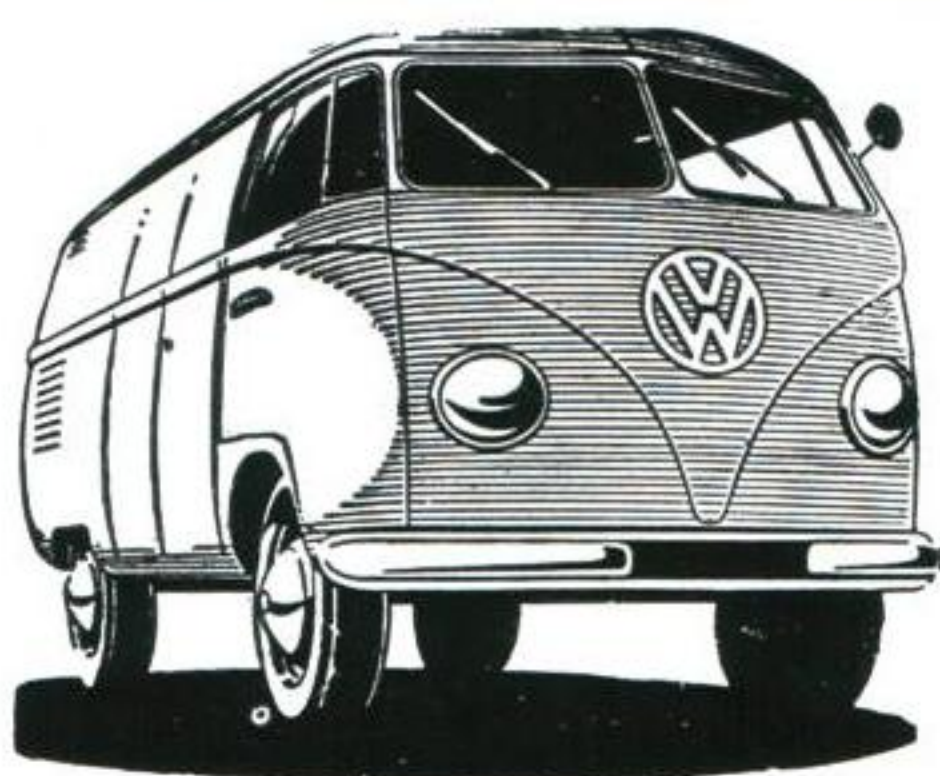
Rue de la Paix in Paris, and London's Regent Street. Here, the finest watches in the world can be bought, as well as cameras, precision instruments, elegant clothes, and almost anything that hits your fancy. A short stroll away is the Limmat section of the old city — narrow, twisting streets winding up the hill like roses on a trellis, where there are art galleries and small artisan shops specializing in handmade jewelry, ceramics, objets d'art, and antiques. Should the visitor become thirsty when touring the Limmat section, there are several excellent pubs, including a favorite of mine called Mary's Old Timers.

I doubt whether any city can boast of as many good hotels as Zurich, ranging from the lovely and inexpensive Im Park overlooking the lake, to the de luze Dolder Grand, high above the city, to the famous Baur au Lac.

Zurich is an excellent base for exploring northeast Switzerland, which offers the traveller both well-known and fresh tourist lures.



STATUE of William Tell — ALTDORF Switzerland

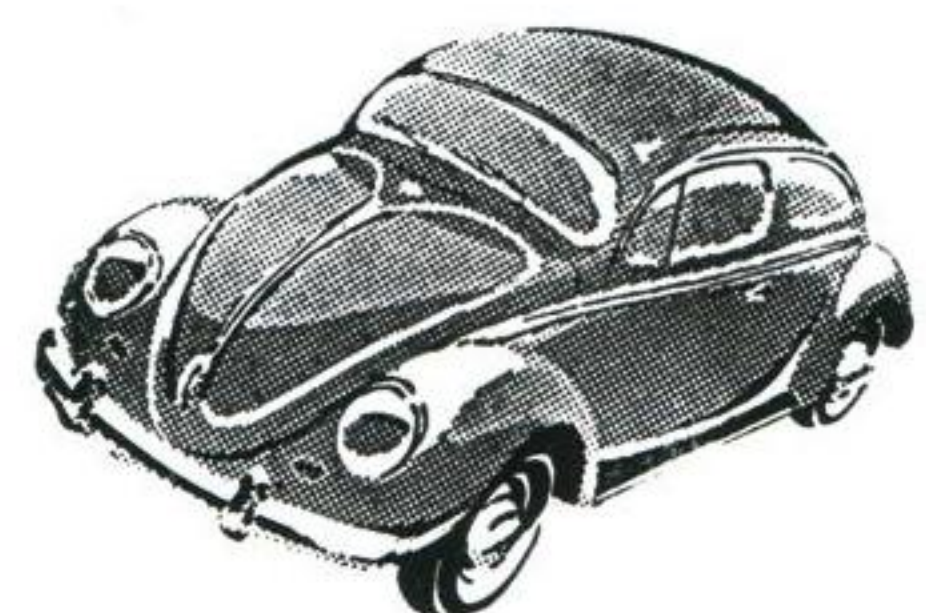


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### A Hero's Hamlet

One morning, I drove to Altdorf, which is about sixty miles from Zurich. In the days when men journeyed on foot or by horse, Altdorf was a stopping-off place for travellers crossing the Alps through the Gottard Pass. In the fifteenth century, it was a busy and bustling place, an international crossroad coveted by neighboring countries, and ruled by many conquerors. Now, it is a tranquil town where tourists often go to honor the memory of a man whose defiance of an Austrian tyrant has evolved into a legend of liberty — William Tell.

In the little town square here, there is a large bronze statue of the brave Bowman who started the Swiss on the way to freedom with one well-aimed arrow. Altdorf's ancient guild halls and houses are well preserved and, as I sat at a sidewalk cafe called, appropriately enough, "The Tell," eating a Kaseplatte (an assortment of Swiss cheese) and sipping a stein of beer, I felt, as I looked out on the old square, as though I'd wandered into the Middle Ages.

### Mark Twain on the Rigi Kulm

Another day, I set out from Zurich to climb, with the aid of a perpendicular railway, the Rigi Kulm, a mountain top which provides a glorious view of the Bernese Alps. As I drove away from Zurich, I began to think about Mark Twain and the tour he once made of Switzerland. When I arrived at Vitznau on Lake Lucerne, some forty-five minutes from Zurich, I remembered what Twain had said about the train to the summit of the Rigi Kulm: "It was planted straight up the mountain with the slant of a ladder that leans against a house and it seemed to us that a man would need good nerves who proposed to travel up it or down it either."

Good nerves or not, over ten million passengers, reportedly, have traveled on one of the world's oldest mountain railways since the little cable cars began their ups and downs.

One day I parked my car at Vitznau and decided to ride the Rigi Railway, which takes thirty-five minutes to reach top.

As the train climbed, the green plains of Lucerne, dotted with little, bright blue lakes, spread out below us in an everwidening panorama of pastoral beauty.

The train took a curve and off in the distance was a glimpse of the majestic Bernese Oberland Alps. Peak after peak stretched out as far as the eye could see and the sun, shining bright on the snowy tops, made them look like a fabulous string of pearls stretched out against the deep blue sky.

When we reached the 5,900-foot summit, the passengers got off and walked to a platform to see the limitless view of towering peaks and deep valleys. Perhaps no-where on earth is there a grander view of Nature's power and peacefulness than that provided from the summit of Rigi Kulm. As I stood there, I gazed about me in awe.

An hour away from Zurich by auto is another Swiss tourist spot that is almost too perfect to be true. It is the lovely town of Lucerne. Built around the beautiful lake with an

Alpine range for a backdrop, it is so unbelievably beautiful that I felt it couldn't be real.

### Life — And Death — in Lucerne

Lucerne is the answer to a travel agent's prayer, with everything from boating, bathing, and horse racing, to a spacious gambling casino. For wear or wary wanderers there is the Alpineum Museum, where they can clutch their souvenir alpenstocks and fearlessly explore the Matterhorn, Jungfrau, Monte Rosa, and other rugged mountain peaks. There are innumerable good hotels in Lucerne, including several temperance inns which only serve delicious soft drinks. The six-hundred-year-old Chapel Bridge, which crosses the Reuss River running through the center of the city, is decorated with 109 painted panels, depicting the turbulent history of the Swiss. It is no wonder that the people with such a bloody and battle-scarred past should now be so passionately dedicated to peace. The Museum of Life in the Swiss Homeland provides an insight into Swiss culture and customs. One local folkway decreed that a bridegroom should fire off a cannon on his wedding night, evidently to warn his blushing bride that the battle of the sexes was about to begin. This practice has been abandoned since a cannon would explode on occasion, making a woman a widow before she became a wife.

In August, there is an international musical festival, and throughout the year at Lucerne, there are concerts devoted to native music, featuring prominent yodelers and virtuosos of the Alp horn, a nine-foot-long wind instrument which Swiss mountaineers use in calling to one another from crag to crag, when they want to borrow a cup of sugar, or tell their cows it is time to come home. When these two forms of Swiss musical expression are combined in joint recitals, the reactions of foreign listeners range from delight to dismay, depending on their ability to realize, as one fair-minded critic once put it, that "these monotonous sounds not only require a special aptitude on the part of the performer, but also a great deal of patience on the part of the listener."



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### Wagner Worked Here

And speaking of music, Richard Wagner and the love of his life, Cosima, Liszt's daughter, lived at Lucerne from 1866 to 1872 in the charming old house by the lake where the Maestro created "Die Meistersinger," "Siegfried," and "Gotterdammerung." It is now a shrine for music lovers from all over the world.

Another day, I drove to Regensburg. This ancient town is about fifteen miles from Zurich, and you first come upon it from a turn in the road. That turn should be marked "This Way to a Dream," for there, the old village rises out of the green lowlands like a beautiful mirage of the Middle Ages. In fact, the first sight of Regensburg is so stunning the eyes blink, the heart skips a beat, and one is in danger of running off the road into the ditch. Regensburg, with its towers and turrets, its antique architectural perfection, is beauty treasured by time like a butterfly caught in amber. It is a walled city with about five hundred people. There is a beautifully restored fifteenth-century castle in the centre of the old fortress town. Being hungry, I went to the old Krone Inn, across the way, for a cheese fondue. Now the best way to describe a cheese fondue is to say that it is a feast that starts out looking like a famine. A rather small dish of bread cubes resembling



BERNE — The beautiful capital of Switzerland.

croutons is deposited on the table, together with a bowl full of melted cheese. The cheese is spiked with dry white Swiss wine, and you dunk small pieces of bread into the mixture (kept warm upon a gas flame). As the bits of bread disappear, girls replace them with more, and the bowl with the cheese mixture is kept constantly filled. So are the wine glasses. There are only two rules of etiquette to remember in eating a cheese fondue: if you're a woman and you drop one of your bits of bread into the mixture, you must kiss the man on your right and the one on your left. If you're a man, and make the same mistake, you must buy a bottle of wine. Outside of that you just dip, drink, and bless the man who invented Gruyere cheese, which is the basis of a fondue.

I took one other trip by car out of Zurich to northeast Switzerland, which is frequently bypassed by tourists. Sightseers who feel they must stick to a tight travel schedule will find hustle practically outlawed, and bustle almost a sin in such peaceful places as the ancient village of Appenzell where, on the last Sunday in April, the male citizens stroll into the public square and practice an out-in-the-open form of democracy by holding up their hands to be counted as they vote on local and national issues; or the serene hamlet of Stein on the Rhine, where the great river grows gentle as it separates Switzerland from Germany; or the medieval monastery town of St. Gallen, a cultural center and seat of learning long before men set off for the First Crusade.



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# THE STEERING COLUMN

## Seat belts do work

From: Aerospace Accident & Maintenance Review  
USAF Apr 61

Month by month and year by year, the information pertaining to safety value and need for automobile seat belts continues to pile up and the information is factual. Such sources as the six year Crash Research Project conducted by Cornell University, reports of the National Safety Council, the California Highway Patrol, the Consumers Research Magazine, and numerous ground safety publications all attest to the importance of installing, and using, seat belts in private automobiles.

Here are a few common misconceptions about seat belts:

"I know of numerous occasions when the belt broke during an auto crash — just what good is it?"

**Answer:** Cornell University analyzed 22,000 auto accidents, of which 714 involved drivers using belts. Eleven belts failed, six due to installation errors. The odds of 714 to 5 are excellent, no matter what game you play. As a result of Cornell's analysis, it can be stated that 2 belts in every 100 break, but after they have done their job. That job is absorbing 1½ to 2 tons of force in the case of a severe crash. At 45 miles per hour, if you crash and your belt breaks, you will hit the steering wheel with 1½ to 2 tons less force.

"With a belt I'd risk being trapped in a burning wreck?"

**Answer:** Again the odds are with you; 2 out of every 1000 cars burn in an accident. Even if you are unlucky enough to be driving one of the two cars that would burn, it would take you only one second longer to get out of a car if you wore a belt. More important, without a belt, you're more likely to be hurt seriously and/or unconscious so you might just as well be trapped.

"I'd rather be thrown free of the crash."

**Answer:** If you are assuming that you could not be thrown from the car wearing a belt, you are absolutely right. The facts prove, however, that you are 5 times more likely to be killed if thrown from your car. Unfortunately, we have a tendency to remember the exception featured in a newspaper about the chap that was thrown from his car and sustained nothing more serious than a hernia. If this fellow wasn't 100% lucky, we most probably landed in a haystack, powdered snow, or deep mud!

"A seat belt can cause serious or fatal injuries."

**Answer:** Occasionally a belt wearer sustains lower torso injuries in an accident, which may or may not have been caused by belts. But, among drivers who do not wear belts, such injuries occur 6 times more often. A belt does not pull across the abdomen; it pulls down and back across the pelvis and hips, two of the strongest parts of your body.

"Those belts give me a false sense of security."

**Answer:** Even though you are less likely to be killed or even injured wearing a belt, it will not be a factor in your decision to take a chance or risk the possibility of an accident. Your good or bad judgement will remain the same, with or without seat belts.

"Because I consider myself an excellent driver, and never drive faster than 50 miles per hour, I can't see the value of seat belts for me."

**Answer:** You are going 50 miles per hour at night in the inside lane of a crowded four-lane highway, another driver approaching you in his inside lane falls asleep 100 feet from you, travelling at the same speed. You collide, head on at a rate of closure of 100 miles an hour. Without a belt, you haven't a chance.

"How can I make my kids sit still and not fuss?"

**Answer:** Obviously, this is an individual problem, but there are belts made for children that enable them to sit or stand, but restrict their movement, left and right, completely eliminating their chances of being thrown forward. A New York engineer, whose chief professional concern for 15 years has been auto crashes, says, "You see it every day — a very small child, two to four years old, riding in the right hand seat and standing. A sudden stop, and the child will be thrown into the windshield or even out of the car. I know it must be plain lack of information on the part of the parents, because none of them allow his little one to stand unsecured atop a 30 foot wall with a sheer drop into an auto junk yard. Conditions are just the same. When the child is standing in a car going 30 miles per hour, he is travelling at the same horizontal speed as his falling speed would be from the wall.

"I can't be bothered."

**Answer:** Each year 40,000 people are killed and 1,500,000 are injured on the roads and highways. For example, every 24 hours, traffic accidents cost the State of California \$1,300,000. Every minute of every day last year, \$900 was lost that could have been spent on better schools and improved highways and homes. Now, what was that comment again?

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Swet-suits, running-shorts

## Who wears seat belts?

Professional drivers, such as truckers, wear them in traffic and on the highways. Of 198 truck fleets surveyed, 103, or 52%, use belts.

All California Highway Patrol cars have them. The Commissioner states, "We couldn't take safety belts out of our patrol cars now; the officers simply wouldn't let us." This statement sums up in the best possible way the results of almost 7 years' experience with the use of seat belts by the Highway Patrol. Directly, as a result of this experience, the State of California now equips all of their automobiles with belts for the driver and front seat passenger. It has further adopted a policy that requires the head of every department of State government to instruct his employees to use the safety belts whenever they drive State-owned vehicles.

State and municipal agencies in 16 states direct drivers of their vehicles to wear the installed belts.

The Brooklyn Dodger star, Roy Campanella, was driving at 30 miles per hour when he slid into a utility pole, but he was immediately wedged under the dash-board, sustaining injuries that resulted in his being paralyzed from the shoulders down. A year later he was involved in another accident, this time moving more than 40 miles per hour, but wearing a seat belt, he was not injured. Three passengers in the car were hospitalized — they were not wearing seat belts.

The US Department of Health, Education and Welfare make compulsory the use of installed belts in all of their vehicles.

## Who endorses seat belts?

American College of Surgeons, American Medical Association. Governors of many states, National Safety Council. Insurance companies, Traffic injury experts, Automobile Clubs.

Safety seat belts have comfort and convenience factors, too. Seat belts reduce backache and fatigue on long trips for both driver and passengers. In addition, your passenger will no longer slide and shift in curves and turns on the highway.

Other factors that increase the need for belts:

Roads have not widened as fast as automobiles.

Lower silhouette of cars increases danger of head-on collision on rolling highways.

The popular har-top model offers less protection.

Roll-overs are becoming more prevalent; with the exception of the head-on, roll-over deaths exceed injuries — 24% of all roll-overs involve fatalities.

We cannot always blame the other driver. During a 9 month period single car accidents accounted for 66% of all accidents on the Kansas turnpike.

You, as a driver, will be able to avoid accidents by being held in position at the wheel, thus enabling you to have complete control of your car in a crisis.

To conclude, here are a few facts and statistics based on thousands upon thousands of accident report studies:

If your seat belt breaks, it will do its job of absorbing that violent collision force before it breaks.

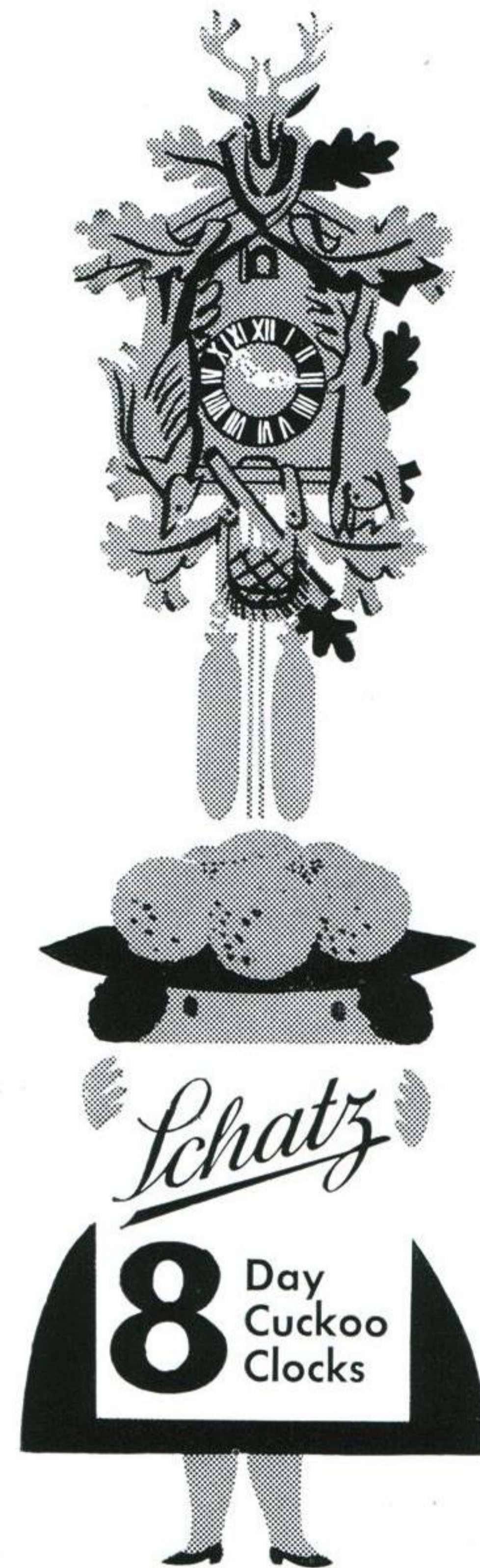
Fire is not the problem, but being thrown out is — you are 5 times more likely to be killed if thrown out of your car on impact.

You are 50% less likely to be killed if you wear a seat belt.

You are 60% less likely to have an injury of any kind if you're a seat belt user.

In a recent issue of Consumers' Report Magazine, 41 belts were thoroughly tested with only 9 acceptable and approved. An approved belt installed according to the manufacturer's specification is your best life insurance policy. Buy, install, and use that seat belt today.

Don't sit on that life insurance, fasten your LAP-STRAPS AND LIVE!



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*A refreshingly uninhibited outdoor burlesque, finely photographed in CinemaScope and De Luxe Color. It's about a pretty and spirited New York widow who goes out West to establish a home for herself and family and eventually convinces the tough locals that the legendary Annie Oakley had nothing on her.*

### ⌘ JUNE ATTRACTIONS ⌘

- Sun. 17th & Mon. 18th "SHE'LL HAVE TO GO"** starring Bob Monkhouse, Alfred Marks and Anna Karina is a crazy "homicidal" story set in one of England's not so stately homes. It deals with two brothers who consider either marrying or murdering a comely cousin, a stumbling block to a fortune, but eventually discover that they are neither Romeos nor Borgras. (U)
- Tues. 19th "ESTHER AND THE KING"** is a CinemaScope and Technicolor spectacle starring Joan Collins, Richard Egan and Denis O'Dea. It tells how the association between the Persian King Ahasuerus and Esther, a beautiful Jewess, led to the freedom for persecuted Jews. (A)
- Wed. 20th & Thur. 21st "THEY WERE NOT DIVIDED"** starring Edward Underdown, Ralph Clanton and Helen Cherry is a World War II story of an Englishman, American and an Irishman who serve in the same battalion of the Welsh Guards during the war. (A)
- Fri. 22nd "OCEAN'S ELEVEN"** starring Frank Sinatra, Dean Martin and Angie Dickinson is a comedy-crime melodrama brilliantly photographed in Panavision and Technicolor. It's about U. S. war comrades who get together and, after careful planning on military lines, rob five Las Vegas gambling palaces simultaneously. (A)
- Sat. 23rd Childrens Matinee. "KENTUCKY RIFLES"** starring Chill Wills and Cathy Downs plus "OCEAN TERMINAL" a travel interest film.
- Sat. 23rd "WAKE ME WHEN IT'S OVER"** USA Air Force CinemaScope and Eastman Color comedy starring Ernie Kovacs, Margo Moore and Dick Shawn. Adapted from Howard Singer's novel, it deals with a World War II veteran who is wrongly recalled for duty, conceives the idea of building a luxury health centre from discarded government material, and puts the brasshats in a tail-spin. (U)
- Sun. 24th & Mon. 25th "WORDS AND MUSIC"** starring Mickey Rooney, Janet Leigh and Tom Drake in a musical of some years ago. Included in the star studded cast is Judy Garland, Perry Como, Lena Horne, Gene Kelly and June Allison. (U)
- Tues. 26th "NEVER LET GO"** starring Peter Sellers, Richard Todd and Elizabeth Sellars. A stark low-life melodrama unfolded in and around London. It's about a "little guy" who conquers his inferiority complex while waging a lone war against the vicious head of a stolen car racket. (X)
- Wed. 27th & Thur. 28th "THE SECOND TIME ROUND"** starring Debbie Reynolds, Steve Forrest and Andy Griffith is the recommended film of the month and is more fully described above.
- Fri. 29th & Sat. 30th "BACHELOR FLAT"** starring Terry Thomas, Tuesday Weld and Richard Beymer is a CinemaScope/De Luxe Color comedy. It's about an English professor, attached to an American university, who is taken for a short, tough bumpy, ride by his intended's wilful young daughter. (U)
- Sat. 30th Childrens Matinee. "See weekley posters for title"**

Your Fieger:

"GIRL OF THE MONTH"



Beautiful red-headed Nicole Maurey had a leading role in *DON'T BOTHER TO KNOCK*, a Todd-Haileywood production for Associated British, playing a glamorous French girl who knows all the right answers. She certainly knows how to look beautiful!



# Touring our Flugplatz



419



SQN

New manoeuvres have started in some of the NATO forces throughout France, Germany and even within sight of the infamous wall in Berlin. They are not meant to confound the communists but perhaps the movements of a "square through" or a "rip and snort" would seem strange to eyes not brought up in the Western tradition of barn dancing or the sophisticated modern square dancing.

Square dancing can be traced to the English Morris Dance (1450 AD) which consisted of six male dancers. The men wore a leather pad of bells fastened around each calf, and because the purpose of the bells was to ring, the steps had to be vigorous enough to ring them. Costumes depicting Robin Hood characters were worn, a bag piper played the tune (perhaps Green Sleeves) and the movements were very similar to today's dancing.



419 Swinger's complete an "Allemande Thar". Facing camera, Left to right: Mrs. J. Smallwood, Sgt T. Roberts, LAC M. Brubacker (partially hidden) Mrs. T. Roberts and Cpl Bob

Through the years people danced their way from the Morris Dance to the English Country Dance, which, with refinements and additions (women) from French Court Dancing, became the Cotillon and the Great Quadrille. Mountain or Country dancing appeared among the earlier settlers in North America. The calls and routines became quite picturesque as they developed regional characteristics through the generations of dancers.

In the first part of the twentieth century came a decadence in North American dancing. The art was being lost in the rapidly changing times. Soon, all that was left was a rather rowdy barn dance, and, in a few isolated communities, square dances of limited repertory. A few dedicated people in the United States sought to record these remaining dances as historical curios. It is from these sources that the great rebirth has sprung, and today, millions are again dancing.

S/L FG Tupling and his wife Jean were caught in the upswing of square dancing while they were stationed at North



S/L Tupling calls a "Box the Gnat" for Bob and Gene Bird, Jean Tupling and Ted Roberts

Bay. "We were part of what was probably the first RCAF Beginners Club" Jean recalled, "and danced with the same group until 1958 when we were transferred to Moose Jaw. Freddy was asked to start a club. He did, and he has been involved in Square dancing ever since." As well as being a member of the European Callers and Leaders Association, S/L Tupling calls for the Soellingen Swingers and instructs the 4 Wing beginners club.

Sgt Ted Roberts (419 Servicing) finds square dancing a lot of fun. He can't quite say what made him join the Tuplings' beginners club but it was probably because his wife Dorothy wanted to. Bob and Thelma Bird had done "old tyme" dancing in the Maritimes and didn't want to get rusty while they were overseas. They liked the square dancing they were being taught because of the greater variety of dances. Milt and Joyce Brubacher had not folk danced before and were surprised at the friendship and fun of square dancing. And it wasn't only 419 personnel that made such a success of this beginners club. For example the whole Jarvis family, father (Sgt Sid Jarvis of Ground Defence) mother, daughter and son came out to dance. Other couples from this Wing were: F/L and Mrs Jerry Regehr (Wing Headquarters), Warrant Officer and Mrs. Charlie Parsons (Air Force Police) and LAC and Mrs. Fred Thibault (ME Section). In all, over thirty people of different ages and backgrounds had something in common — the fun of square dancing. So many Canadians in Europe are square dancing that the Americans near Zweibrucken invited a Canadian caller to MC their 1962 Spring Jamboree. Over 800 people attended. Of the sixteen guest callers, four were Canadian including 419's S/L Fred Tupling.

As in everything else, 419 has taken the lead in square dancing being well represented in this beginners club. Another club starts in September. Square dancing's fun for everyone! Come and see for yourself!

The satisfied smiles on the faces of the M & W Techs of 419 Squadron are the result of the best shoot ever for the Moose. The squadron racked up a score of 90.61 on the last Sardinia salvo, beating last October's score of 90.59. This year was a record for the aircrew and more especially the M & W types in that the number of rockets fired totalled 1400 without one rocket misfiring. Although luck played a part in this achievement, electrical circuits being the temperamental things they are, no small tribute should be paid to the efforts of the M & W line crew, whose care and attention to detail made such a feat possible, and one that will be hard to equal.

# Good Show M&W



## New Arrivals



F/O Carl Gillis



F/O Bill Lupson

F/O Carl Gillis of Gray, Saskatchewan, graduated from AFS Portage in May 1961. He flew for two months on Radar Support at Cold Lake; completed the Bagotville OTU and came directly to 419 Squadron.

F/O William Ernest James Lupson (Lup for short) joined the Air Force in 1952 at London, Ontario. He served with 3 OTU North Bay as an Armament Systems Technician until July 1953 when he was selected for Aircrew Training. Lup graduated from Air Navigation School, Winnipeg and no. 3 OTU North Bay. He flew with 428 Squadron Uplands for three years and then attended Controllers Course at Tyndall AFB, Florida before serving on the Pine Tree and DEW lines for four years. F/O Lupson comes to 419 Squadron from the Bagotville OTU.

## "1000 x 100"



F/O Norm Hennig is Congratulated by S/L D. G. Selby on Logging his 1000th hour on the mighty CF-100!

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422



Sqn

## IN MEMORIUM



Sgt Vern Nelson

Although weather conditions could certainly have been more favourable for flying this month, the Squadron has had difficulty staying within the allotted flying time for the period. April was a month in which we were all quite warm while working in our "Blues" and it was with a sigh of relief when we switched to our light "summers" (until that afternoon when it snowed). I firstly put the blame on S/L Miller, OC Met Section for the poor weather conditions but he merely said that he was responsible to W/C MacKay, COpsO, who has the last say on almost everything (including Borgward type traffic disputes); I shall change my way of thinking forthwith, sir and request that Padre Mould and Padre MacGillivray look into the weather situation and try for an improvement in June! Thank you.

At the end of April and the beginning of May, approximately half of the Squadron went on exchange to Cambrai, France. Operationally the exchange was a success and the tours of coal mines, the markets and the other "sights" of interest

made the time pass quite quickly. I understand that on one occasion there was even a bus available to go to Paris, but, of course, discretion being the better part of keeness, the bus — alas — was almost empty.

The French pilots on exchange with 422 (F) Squadron were all treated royally not only by us but by the Wing. F/Os Ron McQuiggan and Gord Jennings (OC and D/OC Exchange) frequently arranged social gatherings at which we could discuss the days events and partake of the occasional drink of beer and/or champagne.

On S/L Hallowell attained a position not many more Sabre pilots will reach; that is a member of the 1000 Sabre hour club! Congratulations sir; let's hope the next thousand will be as enjoyable, wireless, successful, and inexpensive (almost \$ 480.00 worth this time) as the last.

If you've noticed four or five Sabres darting through the skies in precise formation these past weeks it's likely been five of our Sqn pilots practising for an air show in Norway. These same five, S/L Hallowell, F/O Brooks, F/O McQuiggan, F/O Wesch, and F/O Miller took part in an air show at Ludwigsburg on 12 May 1962. Thanks go out to F/O Bacuns of 444 for being on hand to take some fine flicks of the proceedings there.

On 16 May 1962 there was the largest gaggle of aircraft the skies of Air Div have seen in a long time. The event was the flypast of 98 aircraft at 2 (F) Wing to honour the CAS A/M Hugh Campbell. Practice, practice and more practice is in essence the major ingredient to success, along with a certain amount of organization and co-ordination; this paid off as the fly past was completed without incident.

4 (F) Wing paid tribute to the CAS with a wing parade and Dick Miller our Adjt, made sure 422 would put her best foot forward even if it meant a little hat and shoe swapping that morning. Don't fear Jim Plummer, we won't mention any names.

Turning out thoughts now to sports, it was apparent that as soon as marbles were being played in PMQ alley, softball was upon us. This year under the able leadership of LAC Turner and LAC Frank Squires 422 has the most powerful team they've had in a long time; to date we've played seven and won six. A fine pitching and fielding staff coupled with competent trackers behind the bat made the Hatchetmen the team to beat; so beware intersection the Hatchetmen are going to end up on top.



# man's best friend

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Sliding our thoughts, let's go back to hockey. After a spirited battle for a play-off spot with 444, we emerged the victors only to be edged out by HQ who went on to top the league. Although we lost in the first outcome, thanks and congratulations go out to F/O P. J. Barrett who scored more points than any other player in the league. Pat received a fine, inscribed trophy for his efforts. Red hot Pat; let's make it 60 points next year.

Another Hatchetman who habitually goes out there to do his best is Cpl Red Schneider. There are two fields in which he is worthy of commendation. Firstly in the Air Div Skeet shoot at 2 (F) Wing. Red dropped only 2 out of 100 birds for a 98 and runner-up at the meet. Secondly, even though you've received public recognition at the Wing Bowling Banquet at which you received your trophy, I take the opportunity to say well done! — Tell me Red, just how did you manage to be so consistently crooked.

In the wing volleyball tournament 422 put their best feet forward and even got a little assistance from Jay Kaufman but it wasn't enough to Suppress HQ who wone three games to one in the finals. Best of luck at Air Div chaps, I hope we'll be able to say we beat the Air Div champs once anyway.

Merv Wren and Gery Saunders are both climbing the status ladder at the Squadron. Merv was just upgraded to section lead (I guess Air Div better "watch their horse" now), and Gerry has just become a member of the green instrument ticket club. The only comment Gerry had after his trip was I'm sure thankful there are some understandable pilots left in the skies, namely Bill (WNT) Tuele. — Here, here Gerry, what are the implications.

A mother was killed on the runway a few weeks ago leaving behind two babies. Having a philanthropic philosophy LAC Chuck Frail and LAC Vachon took pity on the motherless two, bagged them and sent them to the dispersal. A cage was quickly procured and the two orphan badgers, named Cecil and Bruce, were soon made to feel at home. A few days ago the baby badgers were taken to the Karlsruher Zoo where

they will be properly cared for. So Bruce and Cecil are now in their appropriate environment.

On the social side of life, the pilots party at Phalsburg overshadows all else. Because they may be leaving the continent shortly, the pilots of USAF Phalsburg invited Air Div pilots plus a few German pilots to a party. From 4 (F) Wing, MSE made a bus available for the trip. Bill Penfold 419, being the most senior person on board was responsible for the wild indians en route. You looked worried, Bill. After we arrived we prepared a pad to pit in on in quarters about five miles from the base and then we proceeded to th partying platz. Our bus left us for the call of duty at Soellingen but would return the next morning. After a long before dinner drink we gathered about our tables and dined with our allies in the most sedate of tones. After dinner speeches followed and we were all impressed by guest speaker Gen. Galland, Fighter Commander German Air Force, World War II as he related tales of old as seen through his eyes. After supper free drinks and mess games was the call of duty. The party ended the next morning at 1030 hrs when the bus arrived to take us home; unfortunately we didn't go right home but under the prompting of one McBride, we went to have breakfast — this turned out to be raw eggs and red wine. Breakfast ended at 1430 hrs and after a few more "nach eines" we all arrived home sometime before midnight. We certainly appreciated the warm comradeship and hospitality displayed by our American hosts; I truly hope the Wing may reciprocate at least to some degree in the near future.

In the past short while we've had a few arrivals to the Sqn and to the Wing. From Wing Maintenance the Hatchetmen welcome Cpl A. A. Walker, Cpl G. R. Purden, and for a while at least LAC G. Hickson. From across the pond we welcome LAC G. A. Cole, LAC D. J. Sparrow, LAC J. E. Daigle, LAC E. P. Deon, and LAC W. H. McKee not only to the Sqn and the Wing, but to Europe. We hope you all have an enjoyable tour over here and that you can make 422 the most memorable part of it.

From the Hatchetmen, farewell, for this another month having slipped into the stream of memories.

## New Arrivals 422 SQN



LAC G. A. COLE



LAC D. J. SPARROW



LAC E. P. DEON



LAC J. E. DAIGLE



LAC WH MCKEE

# MAINTENANCE NOTEBOOK

We wish to apologize for having missed last month's issue but the circumstances were unavoidable. With a few pictures for this month's edition we hope to establish a trend which will add a little more appeal to the wing maintenance submission.

Many of our personnel are returning home this month. We have taken the liberty to select three of them and write a thumb nail sketch of their career and a thank you for a job well done. Sorry we can't give everyone this treatment but it must be appreciated that space is limited. Heading the list is W/C Walker who has been with 4 (F) Wing for the last four years. In tracing his career we find it has been a varied and colourful one. He was born and raised in Saskatchewan. In 1938 he entered the RCAF and trained as an aero engine technician at Camp Borden then transferred to Trenton and within a year was back at Camp Borden. He left Camp Borden in 1941 as a Sgt and took up duties at the Wireless School at Calgary where he was promoted to Flight Sergeant. After a short time at Calgary he left for another wireless school at Montreal. Here he completed Engineering Officer training and was promoted to Flying Officer. From there he was transferred to AFHQ where he remained until 1944. After many requests he was finally granted an opportunity for pilot training which he completed at two stations namely High River, Alberta and Dauphin, Manitoba. His sojourn from the Tech



W/C Walker

AE branch was short lived however as his technical ability was again requested back in the Tech AE branch hence, he was transferred to this branch and finally to 3 O.T.U. Pat Bay as Engineering Officer.

W/C Walker volunteered at Pat Bay in 1945 for the Pacific forces but remained there as the Japanese surrender was imminent and became a fact in several months. He was then transferred to 10 Repair Depot and from there to AMC where he remained for 6 years and earned a promotion to Flight Lieutenant. In 1951 he left AMC for Dayton, Ohio where he was elevated to Squadron Leader rank. In 1953 he left for

a return tour in AFHQ, this time in the directorate of Flight Safety branch where he spent 5 years. Following this was his overseas transfer to 4 (F) Wing where his efforts were greatly appreciated and culminated in a well earned promotion. While in Europe W/C Walker enjoyed camping at such places as Spain, Italy, Denmark, Holland and various other places. A keen, year around sportsman, he is an ardent supporter of softball in summer and curling and hockey in the winter. W/C Walker and his wife and two children leave soon for Namao, Alberta where he will take up duties as CTSO. He shall be very much missed by 4 (F) Wing and especially Wing Maintenance.



Sgt Brooks



Sgt Myles

Sgt Brooks is another westerner who was born at Moose Jaw, Saskatchewan and schooled at Styal, Alberta. He enlisted in the RCAF in 1941 and left in 1945 at the end of hostilities. In April 1946 he reenlisted in the service as an LAC and was posted to Calgary where he spent 5 years. In 1951 he departed for Edmonton where he was promoted to Cpl 3 years later. He was transferred to Saskatoon where he was promoted to Sgt. In 1956 Sgt Brooks was posted to Rivers, Manitoba and spend 2 years there before coming to 4 (F) Wing. After 1 1/2 years at 422 Sqn he came to Wing Maintenance where for the next 2 1/2 years he has ably taken charge of No 4 and 5 Alc Inspection Bays. Sgt Brooks has enjoyed his stay at 4 (F) Wing though he says with a grin that Cpl McLeod has tried to make it miserable. Sgt Brooks has visited such places as France, Denmark, Holland and various other places. Sgt Brooks leaves shortly for Canada with his wife and three children. He will be missed by Wing Maintenance personnel who wish him the best in his new job.

Sgt Myles was born in St Catherines, Ontario and attended school in the Toronto area. He spent 1942-45 in the RCAF, then re-enlisted in the regular force in June 1946 as an LAC and was posted to Trenton where he gained a promotion to Cpl. After a 6 year stint at Trenton he was transferred to Camp Borden in 1952 where he instructed for a 6 year period and moved up to Sgt rank. In 1958 he arrived at 4 (F) Wing and 444 Sqn. After a year on the squadron he moved to Wing Maintenance where he took charge of the Snag Crew in maintenance hangar, where he has remained for his tour. Sgt Myles has enjoyed camping at such places as Spain, Italy, Holland, France, England, Scotland and various other countries. He will be leaving shortly for home with his wife and three children. He will indeed be missed by Wing Maintenance personnel but I am told that there just might be a bowser driver who may not miss him at all. Best of luck in your next transfer.

To depart on a more general theme a welcome back goes out to F/O Johnston who can be found sitting at F/L Williams elbow picking up gen about the engineering job.

The absence of Sgt Gagne's foot cast indicates he is on the mend. Best of luck on your next piano move Sarge. Sincerest congratulations to LAC Wright on the new addition. We hear they are calling the new one QUILTS.

Cpl Gogan is walking around again. But this time he was driving. You know Art, between you and me that car is a wreck.

Some of those others on the soon to leave list are Sgt Gagne, Cpl McLeod, Cpl Clarke, LAC Maheux. And in the welcome aboard group we find new stalwarts namely Sgt Hart (who comes to us from 444 Sqn), Cpl Scroggins, LAC Davis, LAC Warren, LAC Paquette, LAC Rickman, LAC Greenan. And, oh yes, we welcome back our own FS Sheehy who is fresh off the CF 104 course at Cold Lake and he informs us that we will be having plenty of interesting hard work ahead of us on this new aircraft. In closing we remind our fellow technicians that your Maintenance Scribble is always looking for news from any of you — and, don't forget the wing Maintenance Party on 8 June.



## TELECOM TIDBITS

by Hal

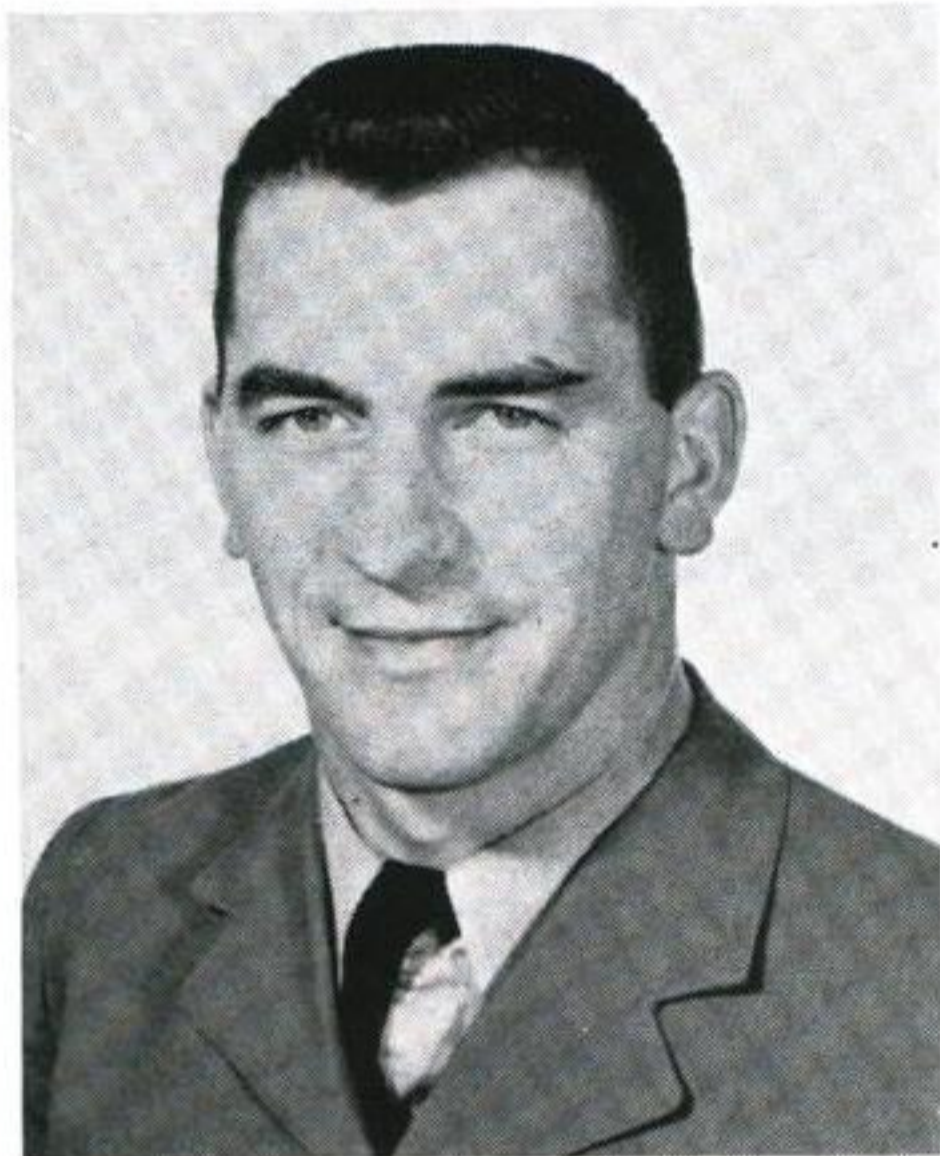
Here we are again! Bright, cheerful and possibly up to strength again. This month we welcome three new men into the section.

Number one to arrive was Cpl. Ken Draper hailing from Comox, any west coast fans around?

Number two on the list is LAC Jim Craik from the Devil's



Cpl Ken Draper



LAC Jim Craik

own acreage that is named Gimli, Manitoba and so aptly called Grimli by the residents.

LAC Bob Nesbitt arrived third, coming to us from a very nice cosy nest called Downsview. How lucky can you get?

We are expecting a few more members to join the family but just when they might be arriving I haven't a clue. When they do we will let you know via this column. Mind you that I promise this on only one condition and that is that I am still living when the time comes for writing the column. My journalistic attempts may be very weak but they are not intended to be gems of the journalism trade. This is just to let you know about the new people who have arrived. They may be old friends with whom you would like to renew acquaintances or they may also be old enemies and if they are you can make a new start by putting your best foot forward and greet them. Even though you may not have got along with them on your previous station your differences will probably be forgotten and believe me a familiar face at a strange place is more than welcome.

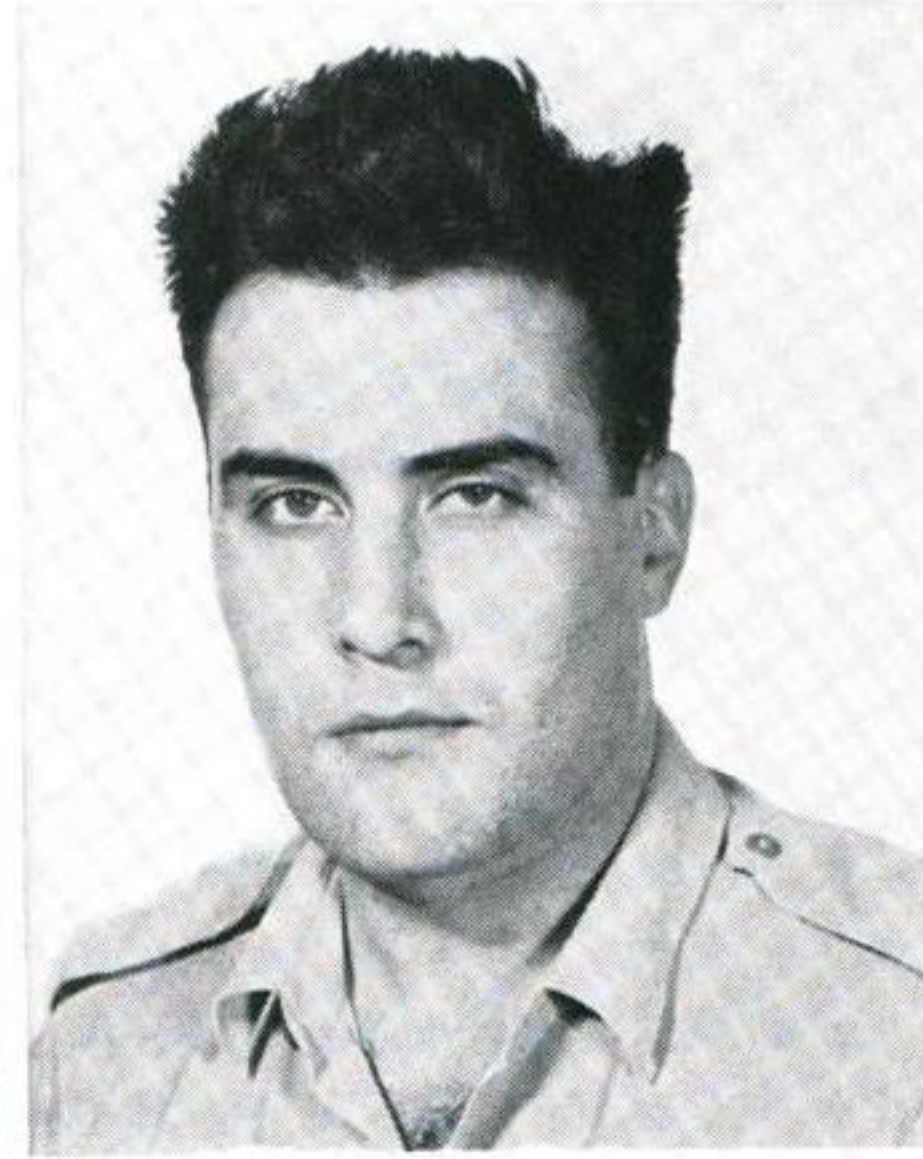
This month we have said goodbye to LAC Richard who has left us for the confines of Station Chatham. Cpl. Jack Snell

has departed to take up residence in Rockcliffe. Lucky, fellow, some people would say, but not me. Our Newest Sgt., namely Sgt Polley is now a member of Summerside's Sgts. Mess.

Over Building no. 9 way we have said goodbye to quite a few of our old friends. Cpl. Neil Busche is proceeding to Downsview, while Cpl. "Mac" McGillivary and family are now residing near no. 2 CU Edmonton, Alberta.



LAC Bob Nesbitt



LAC Hank Latreille

LAC Jerry Langelier is now in no. 4 CU Rockcliffe which seems to be a good station for overseas transfers.

LAC Moe Hunt has left us for the beautiful city of Winnipeg having been transferred to no. 3 CU.

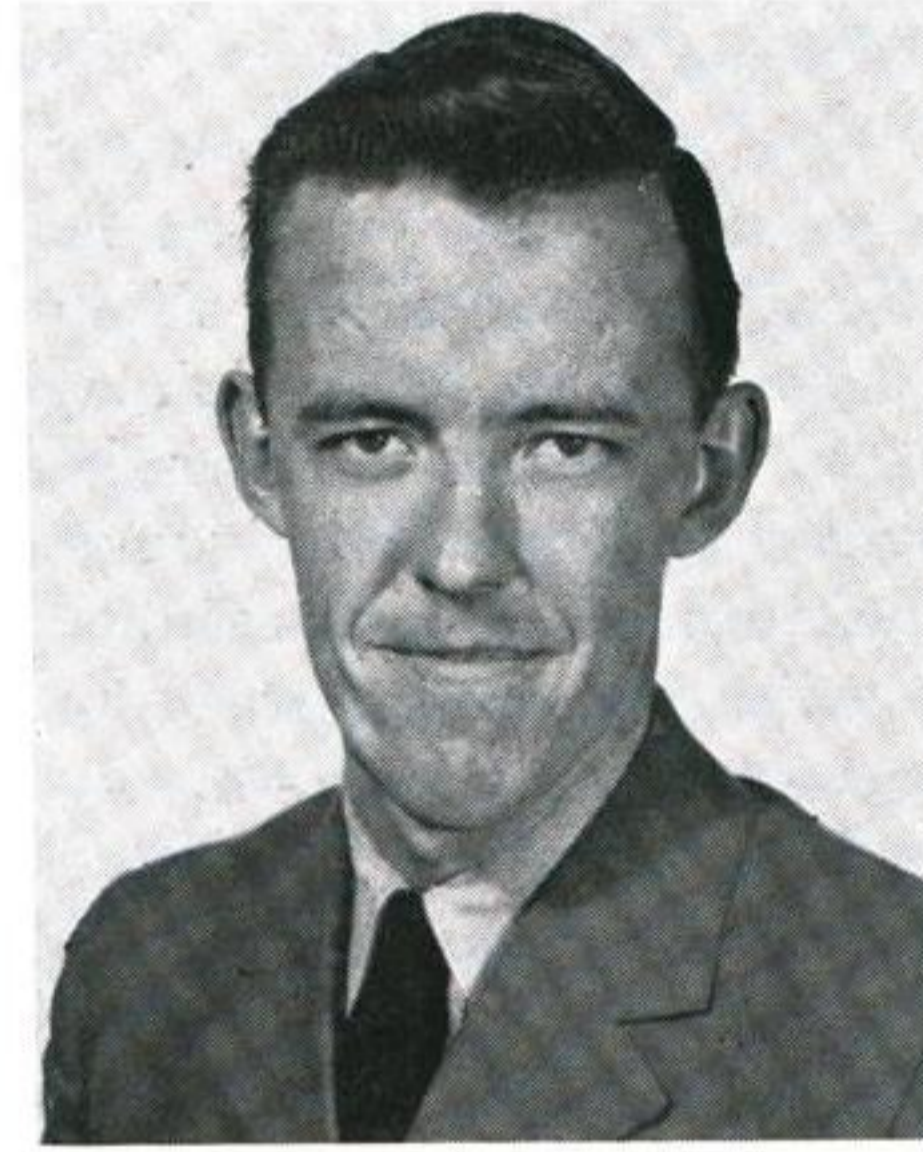
LAC Bob Lamoureux is now calling Station Trenton his home.

New arrival: I guess they've got them in no. 9.

LAC Hank Latreille is one of the new Radio Operators. He arrived here from Station Trenton.



LAC Godin



LAC Coblan

LAC Godin arrived here from no. 3 CU along with LAC Colban.

LAC Terry Chenier is on TD, lucky fellow, and in Canada yet.

Don't forget that this month Doreen is tying the knot with Pat Grandmason on the 23rd to be exact. Help her by praying for a nice clear day so we may use the convertibles on which she is planning.

Well, well, well, it looks like I've run out of news and paper at the same time to I'll sign off for this month, but I'll be back with more into next flieger.

P. S. Fitz took a trip to Italy and at the time of writing this column he hadn't arrived back but if anything interesting happened on the trip we will fill you in next issue.

Acknowledgement — Mrs. Gwen Nelson wishes to thank her many friends and neighbours for their kind acts of sympathy during her recent breavement. A special thanks to Padre Mould, S/L Nicholson, F/S Ramey, and the telecom section of 422 sqn.



by Mary and Joyce

For sometime now Soellingen Sally has been missing from the Flieger, however, was replaced for a couple of months by the title "Pandora's Box" by an unknown author. The girls feel that Soellingen Sally is their corner of the Flieger and want it back in full swing.

We have bid adieu to many of the girls, the latest being Vicky Bruce (nee Zwicker) who has taken up a full time job of housewife, she and Tom will be returning to Canada soon. Lorna Anderson returned to her beau in Canada and was married on 12 May. At last we found one who stayed her full tour, F/L Barraud, who acted mostly as a marriage councillor for a lot of the girls. "Lil" has gone back to Camp Borden, taking all her fond memories of Europe with her. We all wish you all the best of luck on your new station.

Our most recent arrivals are Flo St. Laurent, coming from Rockcliffe, you will find Flo pounding a typewriter in the Records section of the Wing Orderly Room. Always, a need exists for Med A's, in joining the hospital staff we have Ann Vandervliet, from Station Mont Apica. A hearty welcome is extended to you, may your stay here be as pleasant as ours.

St. Margarets loss was our gain when F/O Patterson walked on European soil a week ago. Very active in sports, so she says, doesn't care much for broken bones derived from Soft ball, a notorious bowler, skipped out of New Brunswick before she was awarded the booby prize. She will soon be trying her skills of horseback riding - Good Luck! We are all very happy to have you with us and hope you will enjoy the tour which you have long awaited for.

The airmen had a break for the last five weeks when new feminine faces appeared on the wing for the Cpls SSTS course. Although they had to work hard with many hours of homework, we hope the girls enjoyed their short stay with us. Vi and Andrea were the two candidates who attended from 4 Wing. They feel much better now, they can drive once again.

As we have given out many mugs at the Airwomen's lounge, it looks as if we are going to have to take Kathy's back. She decided to stay with us for another short while, congratulations are extended to Kathy and Walt, they are planning on a July wedding.

In the world of sports, marbles and skipping rope time has

passed, next on the schedule is Soft Ball, between rain showers, the girls are progressing with their usual great skill.

Gardening appears on the agenda this year, Ann and Edith have their little plot of land out by the gate, each night you will see them leaving base with their rakes and hoes. What do you plan on doing with the results, girls? Doreen and Pat are also in the farming business, you can sure see they have their future planned.

The Med A's really shook-up these days, shift work must be getting them down. Sandy goes to work when she has the day off, and then of course Dee, with all her wealth, takes two purses to work. A note to the wise is also extended to Marina, "Next time you want hair shorter, try using scissors - you'll find they do a neater job". What did you try?

The secret is finally out, Vi and Des are going to tie the knot, how about letting us in on the date, Vi?

The girls speciality now is painting - not pictures, but light bulbs, they do a splendid job - they are also colorful, abstracts may be seen at the lounge.

By the time this article hits the press, Annette and Tom will be on their honeymoon. Annette has left the service and seems only interested in homelife. A happy future to you both.



PROTESTANT CHAPEL JUNIOR CHOIR

The Protestant Chapel Junior Choir are shown here with their leader Mrs. Helen Murray and their organist Mrs. Jeanette Last. The children sang many musical selections during the Easter Season and were enjoyed by both parents and the congregation.

During the Christmas season the children rendered good service in supporting our Christmas Pagaent. It is certainly a credit to the leader and organist in training such a wide age group of youngsters and producing such an effective group of choristers. Congratulations!

EDITORS NOTE

Due to popular demand, the Flieger has decided to begin reprinting the Articles "My Son and Heir". Anyone interested in Writing this article, is ask to contact a member of the Flieger Staff. Comments would be appreciated.

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**BOLS**

## Dear Son and Heir



Happy Dominion Day, Elmer — may your holiday weekend be as accident free as our pup has been lately.

Things were sure humming in Hogs Hollow two weeks ago last Thursday. Our mayor along with all the other mayors in Canada received a letter from Ottawa, saying that everybody was expected to be Civil Defence conscious and that we should set up a programme to safeguard our loved ones in case of an air raid. Of course, the words "loved ones" immediately caused a big headache because most Hog Hollowites naturally wanted to include their cows, pigs and chickens as well as the kids.

Well, anyway, the mayor called a town council meeting to chew the fat and set up the plans for Civil Defence a la Hogs Hollow. Albert Seed, the barber, was given the job as Chief Big Wheel — his main job seemed to be to keep the minutes and run out for coffee for the gang. The meeting wasn't on very long before Horace and me could see all these pamphlets from Ottawa talking about nuclear fishin' and fall in and fall out were a bit too deep for His Worship and his councillors. It was quite clear for me but that's beside the point.

In about two hours time it was voted by all present that the town was too small to worry about and the whole problem was too big to understand. They were just about to close the meeting when Horace jumped to his feet and demanded his right as a citizen to make a speech. Right away he told them about the problem that RCAF Stn Huegelsheim has with infiltrators coming in and blowing up power plants, ammo dumps and such like. He suggested that we had a problem right here in Hogs Hollow and that it was the mayor's duty to take steps to protect his vital spots. This shook His Honour rigid until he realized Horace was referring to the vital areas in town.

Without too much fuss at all the town council agreed that infiltration was a danger and they quickly appointed Horace as guard commander with the power to raise a guard force (I wish you were here to help, Elmer, specially with all your know how). Then the lid blew off the pot — the question was what were the vital areas. Horace replied without batting an eyelash, that first and foremost was the Brewers Retail Store and the funeral parlour of "Happy" Smith. He stated his case quite good and it showed that Horace can think when he puts his mind to it — he used your favourite expression when he explained his choice. It's "mox nix" if the water tower is blown up because we can do without it in an emergency; we can do without power because the cellar is cool enough to keep our food and refreshments. He did admit it would be bad if we opened a bottle or orange crush by mistake in the dark but in wartime one must expect some misfortune. Everybody agreed that Horace had covered the ground quite well and gave him the go-ahead to prepare for war. Guess where Horace and me are going to guard? Will give you more details later.

Give my regards to the boys in the Gruner Baum.

Your Pa.

## Dear Folks

Well Easter's been and gone but the weather was so cold and windy you could hardly tell it from Christmas. A couple a days before the long weekend, they gave a weather forecast over the loud speakers and said it would be sunny with temperatures between 60 and 80, so a lot of people grabbed their camping gear and at five minutes after five on Thursday afternoon the place looked like a scene from "Tobacco Road". It wasn't till they were well on their way that the rest of us here found out the announcer had picked up the weather forecast for Egypt by mistake (the one the teachers asked for). Anyway some of them stuck it out but others came back on Sunday afternoon, and I'll bet if it wasn't against the rules to get sick on weekends or hollidays, the hospital would have been plenty busy treating colds and stiff necks.

I spent most of the Easter weekend with a friend of mine, Al Jeers, who lives in P.M.Q.s. Some say that stands for Permanently Married Quarters. It's easy to see how they got that way too, with some of the weapons the kids get a hold of, bows and arrows, broom handles, broken hockey sticks and loads of good sharp rocks, just to mention a few. Maybe this has something to do with the two buildings I saw over there with scaffolding all around them. But Al lives on the ground floor and has big wooden curtains that he can put down over all the windows when the neighbourhood kids get restless, so it's quite safe there.

I had a good time with Al and his family but I sure felt sorry for poor old Al, he seemed all shook up, and was wearing a hearing aid. I didn't like to ask him about it, but he told me later he'd just come back by North Star from a course in Canada. It seems that those who have had the thrill of this airborne version of "riding the rods" never completely recover. Al kept muttering to himself, "I wish they'd shut down that starboard inner."

Sorry to hear about the accident you had with the TV catching fire Pa, I could probably get a new one for you lot cheaper over here, but most of the programs come through in German or French, so that wouldn't be much good to you, or would it be any worse than the CBC operas from the Jarvis Street studios? I guess it isn't like the old days on Jarvis Street, Horace used to say a lot of good entertainment came outa that district. I don't know if it had anything to do with opera or not, but I do recall him say that one of the entertainers down there had legs like a canary.

Your Son and heir  
Elmer.





## Boy Scouts

4th BLACK FOREST

DISTRICT

### Springtime in Kandersteg

by Lac Blacklock

"Away we go" is the merry call as ten scouts and two leaders pulled out of Baden-Oos for Easter weekend to the International Scout Chalet in the Swiss Alps. With much grunting and groaning these lucky lads packed themselves and all their gear in the vestibule of the coach for the trip.

At Basel the customs clearance was brief and courteous and we continued through Bern gaining in altitude as we approached the mountains. At last, just before the train disappeared into the mountain was the village of Kandersteg.

After a suitable amount of time for admiring the mountains we hired a taxi to carry the heavy gear and started hiking towards the chalet about two km. down the road. There to our astonishment we found snow on the path. There were some comments concerning people who insist on short pants when there is snow on the ground but we soon arrived at the chalet which is a large three story building owned and supported by the scouts of the world.

Checking in we received a large welcome from the English, American and Swiss scouts already in residence. We are also assigned our room which was very small.

The boys then proceeded to settle in, meet their brother scouts and generally explore, except for the two cooks and the two leaders who set about doing whatever cooks and leaders do at a time like this. The boys soon spread to the village where they searched out souvenirs and girls. The day ended with hot cocoa and a warm bed.

Morning dawned as it so often does, bright and early. What is that sound? An Avalanche. What an alarm clock. The boys were eagerly awaiting breakfast which was cooked, as were all our meals, by Bob Willie and Ben Dennis. The boys who were not on pot-walloping left to explore after many dire warnings of what would happen if they didn't arrive back exactly at lunch time.

The two cooks and Scouters McNeilly and Blacklock headed for town to shop for groceries and souvenirs. Souvenirs were reasonably priced and the groceries weren't. During the afternoon most of us went for a climb up to the base of the beautiful waterfall behind the village. During this climb Mike Markham and Rick Jones proved to be very able anchor men in the tough spots. Arriving at the stream we crossed over on an Ice Bridge with the aid of a rope supplied by Darrel Reddick. Onward we toiled to the base of the waterfall where we posed for the history making photographs and then headed back to the chalet and supper. Another evening on the town and at last into a nice warm sack.

Sunday morning we awoke to find Mike MacElroy and Peter Lamb already heading for town to attend mass. The protestant boys had a short Scout's own service after breakfast. Came the noon and the big climb up to the Stockbahn (Funicular Railway) but also, some of the boys were missing. Notably Rick Ward and Gil Ross. Soon all had returned but Gil Ross who was located fishing. He had just caught a nice ten inch speckled trout which was returned to the stream to carry on with it's interrupted life. ("But Skip, I wasn't in the fish hatchery.")

At last the great expedition started off with the 12 all strung out eagerly hiking for the mountain ("Do we all HAVE to go?"). After about ten minutes easy climbing we stopped to photograph a waterfall shining in the sun with the icicles glinting. Then onward and upward through the forest and along the switchback trails up the face of the mountain. Soon we were wading through knee deep snow and then we started to meet skiers who seemed quite astonished to meet us there. At last we reached the top with a view of the chalet 2000 ft below. Through the trees and across the plateau we went until we reached our destination which was the Mittelstation of the Stockbahn. We were quite a site with our stave, ropes, ice axes and raisins. Throughout the trip Smoke had doled out the raisins for extra energy as though they cost him a nickel a piece.

A short interlude was enjoyed while arrangements were made for the cable car to pick up four of our number for the downward trip.

After watching these courageous souls disappear over the cliff the rest started off down the trail at a merry clip. Slipping, sliding, shouting and laughing we made the downward trip in twenty-six minutes after toiling up it for over three hours.

Back at the chalet dry clothes were the order of the day and then we all awaited supper. During this period we were entertained by a footrace between Smoke and Gil Ross. It was made more interesting to some by the fact Smoke was barefoot, the gravel was frozen and Gill did not want to be caught. After supper, which disappeared rapidly, some headed for town while others "volunteered" to stay at the chalet.

Came the dawn and there was a mad scramble to get packed cleaned up and buy last minute gifts and souvenirs. The word comes and off to town go the boys to meet at the railway station, Tom Horn out in the lead. Settled the bills receive the congratulations on the good department of our boys and we bid a sad farewell to Kandersteg.

Our thanks and appreciation is expressed to the Group Committee for making this trip possible, and to the boys of all three troops for making it successful and enjoyable.

## Legion News

During a polio epidemic in the Lake St. John area of Quebec in 1954 a young RCAF corporal, the father of five children, was struck down with the dreaded disease and crippled for life.

Discharged five years later after months of hospital treatment the ex-serviceman faced a bleak future with an exceedingly small retirement income and a physical condition that precluded him from getting any kind of decent job. His legs and one arm were so weakened by polio that he could barely get around on crutches. He had had one kneecap removed in 1957 as a result of a bad fall in the hospital while recovering from the effects of the disease.

Although he applied to the Canadian Pension Commission for a pension, he was turned down on the basis that the disability did not result directly from his service.

Fortunately for this man, someone referred him to the Royal Canadian Legion to help him change the Commission's mind. Like most men and women in the Regular Forces who have many of their day-to-day needs taken care of by "The Service" he was not aware that the Legion's interests went beyond war veterans to include the welfare of ex-servicemen of the peace-time forces whether they belonged to the Legion or not.

The corporal's original request for a pension was based on evidence that he was engaged in duties at an RCAF station which brought him in contact with civilians at a time when a polio epidemic had broken out in area. One of his duties involved driving an ambulance to hospital where polio cases were being treated. The Commission ruled that he could have contracted the disease in his home area in Montreal where polio cases were also reported.

When the Legion took his case and obtained the Pension Commission's agreement to a second hearing the Dominion Service Bureau's legal and medical advisors prepared a comprehensive submission which convinced the Commission that there was sufficient justification for assuming that the corporal contracted polio in the line of duty. He was awarded a 100 percent pension and a clothing allowance of \$ 72 per year retroactive from the date of his discharge.

He received back payments amounting to \$ 3,794 and subsequently was awarded a monthly pension of \$ 335.

In another case last year the Dominion Service Bureau succeeded in obtaining a six percent pension from the Canadian Pension Commission for another ex-RCAF corporal. A 38-year-old father of four children, he found his earning capacity in this trade as a welder seriously hampered through a back injury incurred on an Ottawa air station in 1954. He also had a knee injury sustained during earlier war-time service.

When the Canadian Legion first presented his claim for a pension, at his request, the Commission turned it down stating that the back injury, while aggravated during peace-time service, was not pensionable under the Canadian Pension Act. The Commission however awarded him a three percent disability pension for his knee injury and a retroactive payment of \$ 150.

The Legion obtained a second hearing before the Commission on the back injury claim and was able to convince the board that there was a sufficient element of doubt regarding the cause of the aggravation to warrant the granting of a pension.

As a result, the ex-corporal received an additional retroactive payment of \$ 249 and \$ 15.95 a month to supplement his restricted earnings.

Not all cases, of course, have been on behalf of RCAF personnel. A recent one involved a young rifleman with the Canadian Army in Germany. During deployment exercises directed by his platoon commander, the soldier fell from a truck and suffered a compound fracture of his left arm. When he was discharged in 1960 he sought a pension in compensation for the partial disablement which permanently affected his arm. The Canadian Pension Commission refused the claim on the basis that it was not pensionable.

Asked to obtain a second hearing of the claim the Legion's Service Bureau was able to convince the Commission of the soldier's entitlement. The disability was assessed at five percent. He subsequently received retroactive payments totalling \$ 98.25 and monthly pension of \$ 9.

## 4 Wing Champions



1962 Air Division Judo Champions of 4 Wing

Left to right: LAC Jerry Matte, Orange category champion; LAC Wally Litousky, Orange category runner-up; Miss Pam Bookham, Ladies open runner-up; Miss Pat Newall, Ladies open champion; Mike Chenier, Under 16 yrs runner-up; Dave Hockley, Under 16 yrs champion; Standing: Cpl MAS Takahashi, Instructor



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## Recommended Library Reading

THE HOUSE AT OLD VINE . . . Norah Lofts.

This unusual novel is composed of six dramatic episodes. The background is two hundred years of religious persecution, strife and civil war, from the fifteenth century to the Restoration. Through all of the six personal narratives runs the story of the house at Old Vine. The structure of the house remains as it was in the old days of the wool trade, but the dramas played out against the steady background reflect the changing times. It hides and entombs a Jesuit priest. It is sacked by an angry mob. It becomes an inn, a headquarter for spies; then it is made into a school. Its fortunes decline, and not until the late seventeenth century does it come into its own again. Above all, "The House at Old Vine" is a book about personal intimate happenings which only faintly echo the changes and upheavals of history.

THE CONSPIRATORS: A Study of the Coup d'Etat . . .  
Major D. J. Goodspeed

A blueprint for conspiracy, of particular timeliness in these days of world upheaval and tottering regimes, this is a narrative account of six famous coups, three of them successful and three unsuccessful, from which the author draws a rationale for overthrowing governments. A historian on the staff of

Canadian Army Headquarters, Major Goodspeed has provoked shrill protests from several quarters, chiefly on the Communist side. He begins with the story of the successful conspiracy in Belgrade, 1903, in which King Alexander and Queen Draga were butchered and the Karageorge dynasty took over. The pathetic Easter Rebellion in Dublin, 1916, shows some of the glaring mistakes that overzealous rebels can make. The "October Revolution" is shown here in a new light, as is the unsuccessful Kapp Putsch from the right against Ebert's Socialist government in Germany, 1920. Mussolini's march on Rome is the final example of the successful coup d'Etat. The final failure, described here with great vividness and authority, is the conspiracy which almost rid the world of Hitler a year before the end of the war.

WILDERNESS . . . Robert Penn Warren.

Adam Rosenzweig's father was put in prison because he believed in human liberty. This was in Bavaria, a hundred years ago, and he was a Jew. The father died a defeated man and Adam swore to devote his own life to his father's dream. It was the time of the American Civil War, and Adam took ship to the United States to enlist on the side of the North. Here at last was a way in which he could fight for freedom, and aid a cause which he believed to be as simple as he knew it to be just. But he has a deformed foot; and is refused and humiliated. He gets into America as a fugitive seeking refuge with a rich relative. His first sight of the land of liberty is a dead negro hanging in the street. A lynching mob is at large. "Wilderness" is the story of how Adam Rosenzweig learns the true road towards freedom, which, is not the way of romantic heroism he had imagined. It is a moving narrative, full of surprising events and extraordinary characters.

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## Soccer Personalities

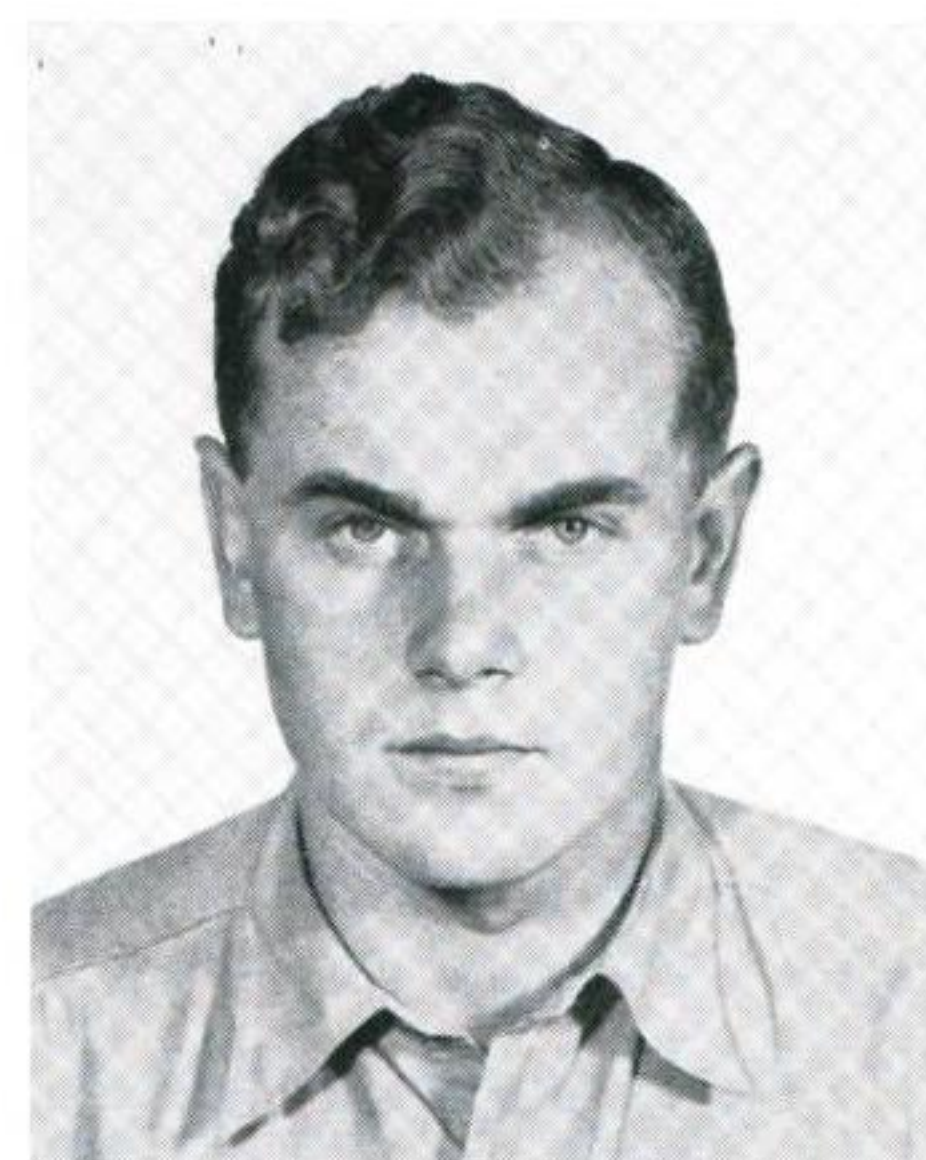


## Soccer News

On Saturday 12 May, the soccer club held its banquet. Most of the team members were present, and several guests from French and German teams were also on hand to join in the festivities. The table was graced with the 1 Air division soccer trophy which the team will hold jointly with 1 Wing for the next 12 months. A good time was had by all attending, the food was good and plentiful, refreshments were in abundance, and the orchestra applied themselves to the task of entertaining everybody. F/L MacKay dropped in and was kind enough to formally present the trophy to skipper Russ Nicholls. Stormy Gale reminded all present, of the efforts that goes into the winning of the cup, and thanked in particular those who had not been on the playing field, but who had done so much from the administrative side to make the team management the success it was. Once again thanks to Jim Lowther, Ed Okell, and Rudi Last for their unstinting efforts and enthusiasm on behalf of the team. The team were invited to Soellingen to partake as the guests of honour in the local clubs sports fest, and after a hard game had to bow to the hosts by a score of 3-1. On Sunday 20 May the boys were the guests of honor at the Schwarzach fest and were unlucky to have to settle for a tie at 1-1 after Jimmy Dougal and Alex McCleish had worked some trickery on the opposing side. Later this week the boys will again be the guests of honor having been invited to play in the Hügelsheim fest, and, on 7 June the 4 Wing side will host our old friends the Kehl Customs police here on the wing. Also in June it is hoped that acquaintance will be once more resumed with the fine Hopfner brewery side on their field at Rastatt. After these games thought will have to be given to the team that is to be invited here on Friends day. As this is one of the days main attractions, it is hoped that one of the friendly teams with whom we have done battle over the past season will venture down to our field to renew rivalry and friendships. At this time it is especially asked that all personnel who are in anyway interested in soccer, even from a non playing standpoint, contact Ed Okell or Jim Lowther, as team building and administration plans have to be set up for the coming Air Divseason, and the summer games will help to tune the side up, and iron out the administrative kinks. All be very welcome. Come and have a go. You will be surprised at the fun you can have, the interesting people you can meet, and the satisfaction that 90 minutes of hard exercise will give you.



Jimmy Dougal



Johnny Erbs

### Jimmy Dougal

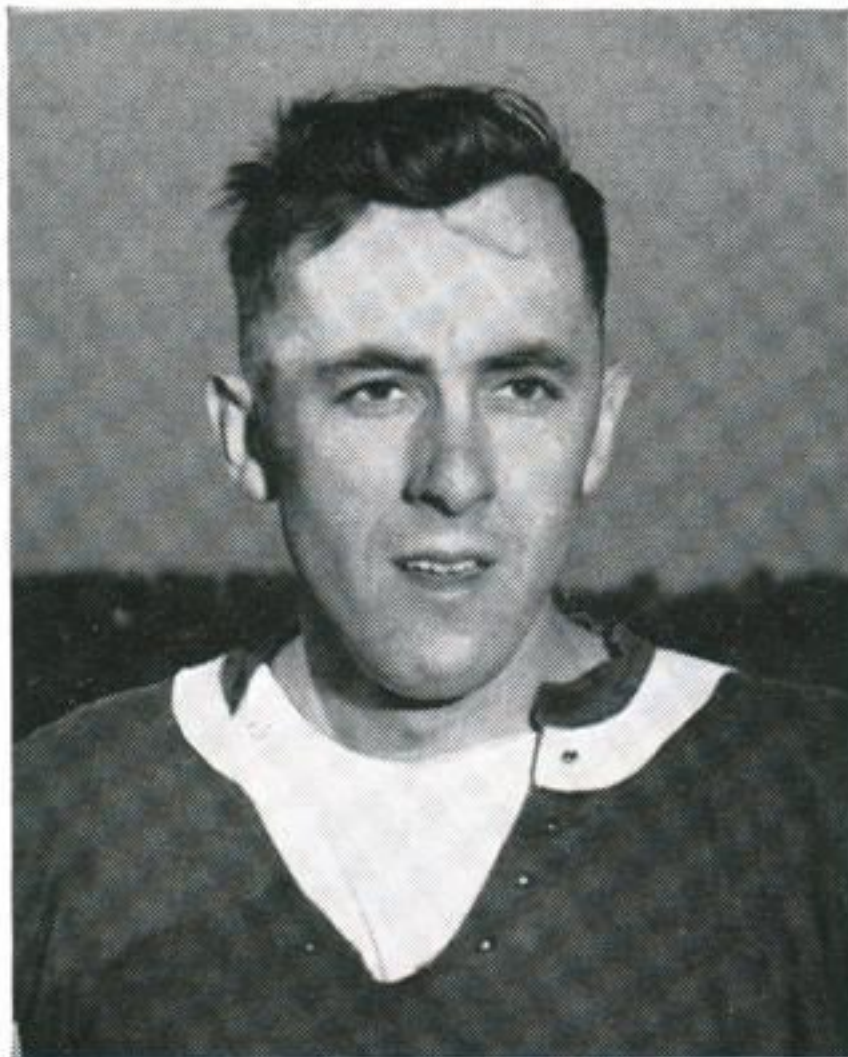
Jimmy was raised in Edinburgh (Probably on a soccer field). From the time that he was able to stand it would appear that he has played soccer. Commencing with school, he played in all the grades, then on to the intermediates, and the Air Training Corps, where he played in a Scotland Probables v Possibles. Following a lay off for injury, Jimmy played junior and semi-pro, the hard school in which many top class players lay the foundation of their careers. During his RAF service he played with the Command team that reached the semi-final of the RAF cup. Played trials for Dundee United, Hibernians, St. Mirren, and the English club, that beat the famous Arsenal, Walsal. These are all top class professional teams, and just to play a trial for any of them stamps our wee "Hamish" as something well out of the ordinary. However, all these clubs were of the opinion that Jimmy was too small to stand up to the hurly burly of the professional game. In Canada Jimmy played for Ulster United, (Toronto) many times Dominion champs. Next he played for Hamilton, and Westinghouse of the National league, and was honoured by selection to the all star team that played the Irish national team, captained by the famous Tottenham star, Danny Blanchflower.

Three years of playing at 6 RD Trenton, saw the "wee boy" selected each year for the East Ontario All stars. Since coming to Germany Jim has played regulary for the Rastatt first team, of the 1st Division Amateur Deutschland league. Jimmy is the brains of the 4 Wing side, the bain of the opposition, with his superb ball control and the delight of the spectators with his uncanny judgement and generalship. Certainly not modest, he is nevertheless, a fine sportsman, always in top condition, and whenever he is playing for the Wing or the Air Division (which is regularly), he is always to be found in possession of an array of combs, apart from his boots. We feel that the clubs who turned him down way back because of his size, certainly did the RCAF in general, and 4 Wing in particular a favour, as it is seldom indeed that "Hamish" turns in a poor performance.

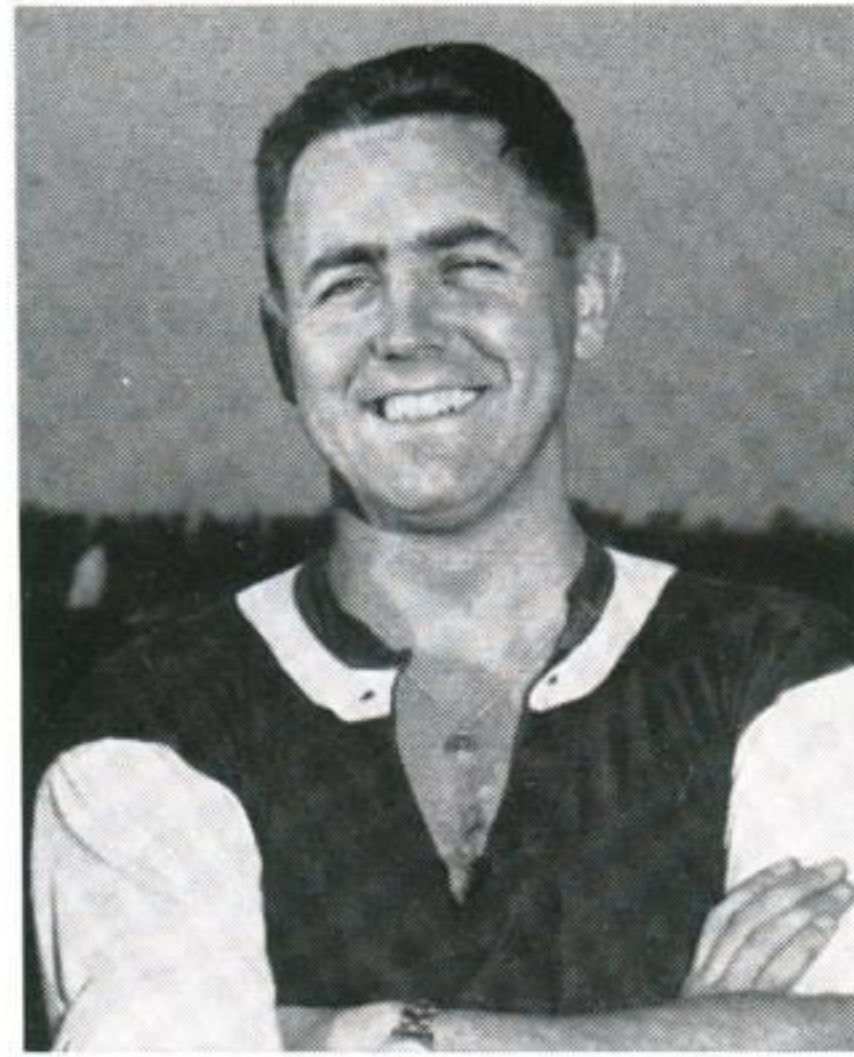
### Johnny Erbs

Happy go-lucky, versatile Johnny ERBS has unfortunately left to go home to Canada. With him go our very best wishes for a successful and happy career in civy street. Johnny was born in Latvia but was too young to play before the war forced him and his family to the Displaced persons camps of Germany. It was here that John started to play soccer and in 1949 had made such good progress that he was picked to play for the Displaced Persons Junior All Star team.

In 1951 he was able to make his home in Canada, and was soon an active player in the Ottawa and District Football league. 1954 found him a member of the league championship team. His soccer was carried on in the RCAF and in 1957 Johnny was playing for Stn Clinton and Camp Borden. Since coming to 4 Wing he has played regularly for the Wing team, for the local Hugelsheim side, and the Air Div All Stars. Johnny was always of a retiring nature on the field but certainly not in his play. Equally well at home between the sticks where he has saved the day for 4 Wing on many occasion, he was just as deadly on the field where his ball control and speed was a great asset to us. Always armed with the inevitable bottle of milk to quieten his ulcers, Johnny certainly forgot them once play began, and was always in the thick of things. Civvy streets gain is indeed the RCAF's loss in this case. Lots of luck John.



Stan Prime



Trevor Reynolds

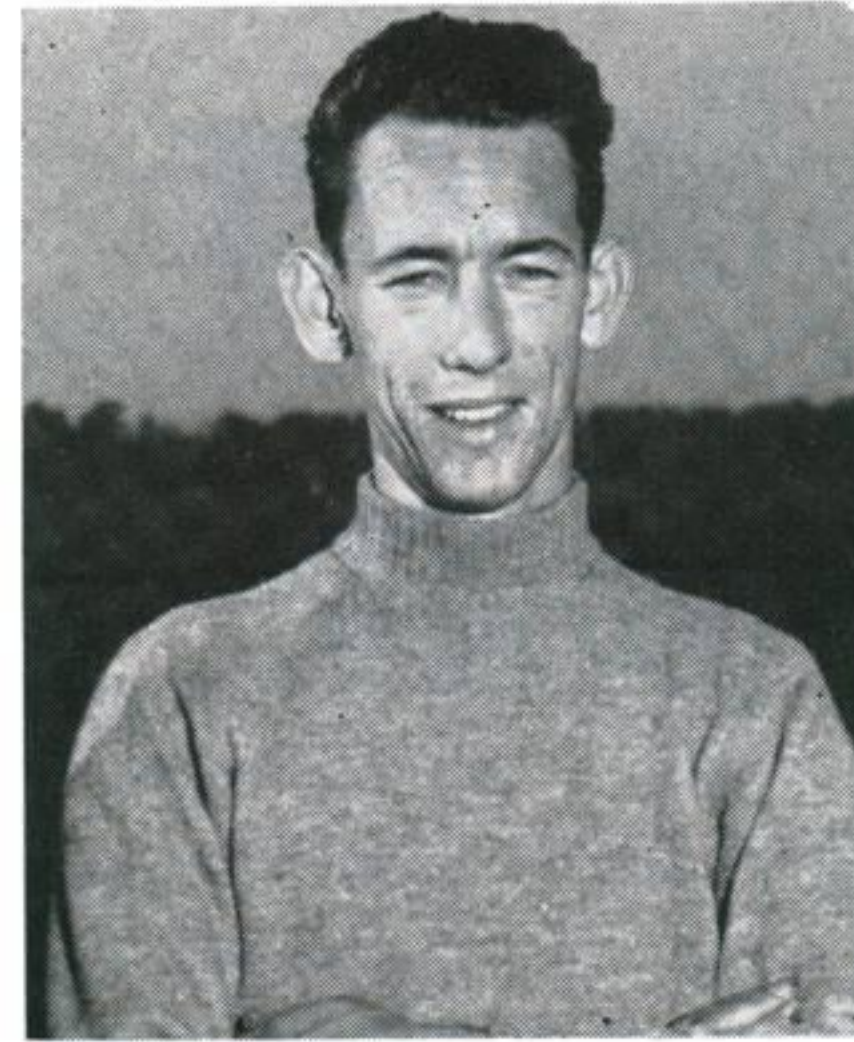
### Stan Prime

Sam hails from Rossway in Nova Scotia, and played High school ball in 54, 55 and 56. His team won the provincial championships in 54/55, and made the semi-finals on two other occasions. Stan was the team captain during the 55/56 season. His soccer was forgotten until coming to 4 Wing in 1960. Stan has made a great contribution to the team by his enthusiasm. He has played at right back and always turns in a completely fearless game. A good all round athlete, Stan does not smoke and keeps himself in very good shape and it is hoped that he will be available to carry on next season.

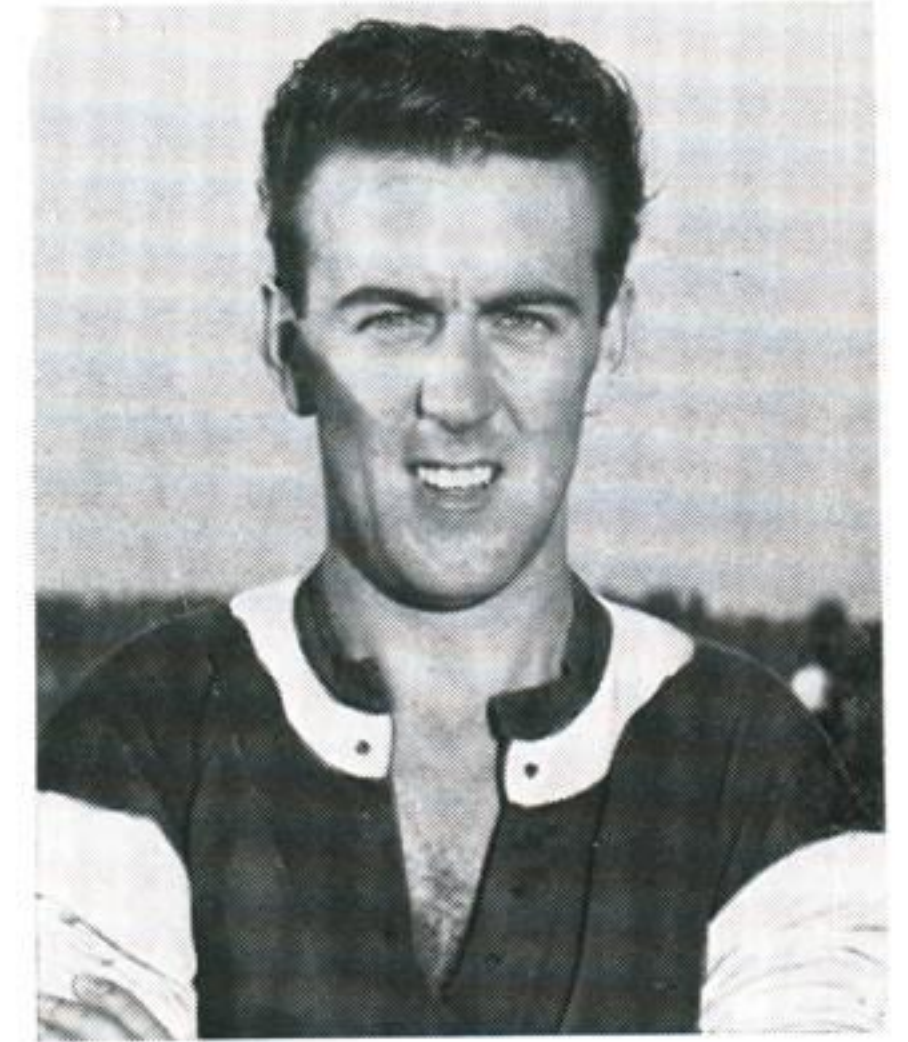
### Trevor Reynolds

Trevor, 4 Wings left back, and one of the best in the whole of the Air Division, made his first impression on the game of soccer when he was captain of his junior school team in Scunthorpe. On this high school team he made the left wing

position his own for two years. Moving to Wales at the age of twelve Trevor became acquainted with the game of Rugby to which he applied his talents with the same gusto as soccer. He played several times with the Welsh national league side Brymbo still at left wing. He joined the Navy in 1949 and he played as and when he could. Until 1950 when he changed to rugby and played with police and Navy sides. 1957 found him headed for Canada where he played neither Rugby or soccer. 1960 found Trevor here at 4 Wing, and having dusted off this soccer boots he has filled the left back position with the team regularly.



Trevor Westall



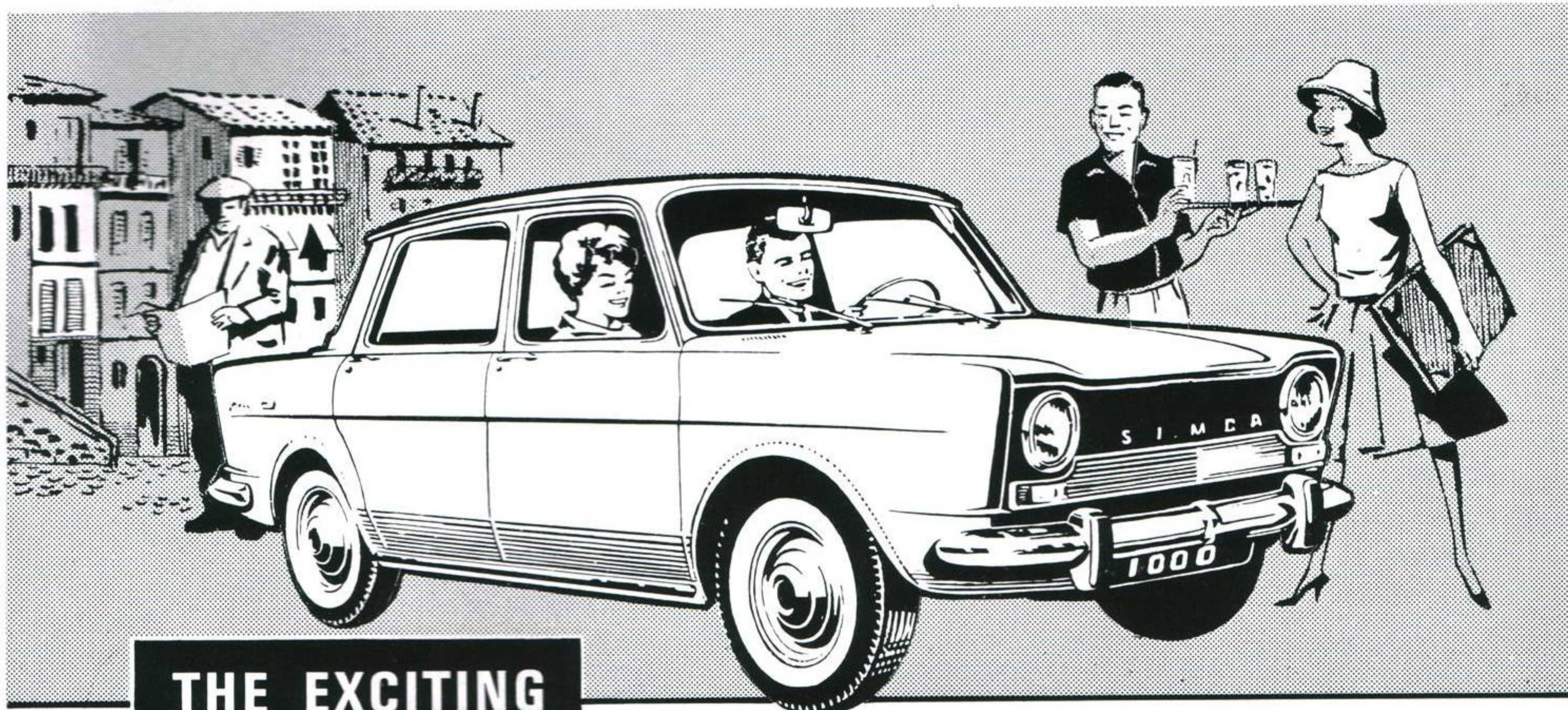
Tim VanRaemdonck

### Trevor Westall

Trevor was born within striking distance of the famous Tottenham Hotspur club, and commenced playing soccer at the age of ten years. Apart from junior school football Trevor played for the West Leigh High school at West Leigh-on-sea for the three years before he emigrated to Canada, in 1952. Joining the RCAF in 1955 he put in two years playing for the RCAF station St. Hubert team. Coming to 4 Wing in 1959 Trevor has played occasionally with the team, but is always on hand to have a go when needed. Actually a goalkeeper, Trevor has been kept out of the team by the fine goalkeeping of Johnny Erbs, but his value to the side as an all round supporter in any capacity cannot be over emphasised. Its the fellows with the club spirit that Trevor has that makes soccer such a pleasure to play.

### Tim VanRaemdonck

Tim started to play soccer at 8 years of age, in his native Belgium. School soccer in the various grades and classes gave him his grounding in the game, and at 10 years old he was playing in the equivalent of our bantum hockey league. Arriving in Canada he was soon playing grade school soccer, and then high school at Wallaceberg. Since joining the RCAF Tim has donated his soccer prowess to RCAF Stn St. Johns and Camp Borden, and of course 4 Wing. Although he has not, because of TD etc, been able to play as often as some of the other boys, Tim is a very fast player, with a hard shot. If he is able to play steadily throughout the coming season he will command a regular place in the side and should make the Air Div All star team, as he has youth and ability on his side. One of the best goals of the season came from the right boot of Tim when the 4 Wing team was away to the Kehl customs police. A forty yard drive flew into the net without the German keeper even touching the ball. It is to be hoped that Tims duties will allow him to train and play regularly with the side this coming season.



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