

4 (F) WING (RCAF)

Cpl Alstad

Schwarzwald Flieger



VOLUME IX · JULY 1962 · NUMBER 7

20% Down

PHOTO-KINO SIEDLECKI-RASTATT

3 Post Strasse · Telephone 3018

You can buy your camera now under our time payment plan with just 20% down – 10% a month. Trade in on your old photo equipment can also be accepted as down payment.

Save

while you are here in Germany, where the world's most popular cameras are made.

~~~~~

ENGLISH SPOKEN! ON PARLE FRANÇAIS!

# VOLVO

**122 S (4DR-SED) - 90 BHP (Disk-Brakes!)**

**\$ 2296.- Del.**

**PV 544 (2DR-SED) - 90 BHP**

**\$ 1951.- Del.**

**P 1800 (Sport)**

**\$ 3300.- - 100 BHP**

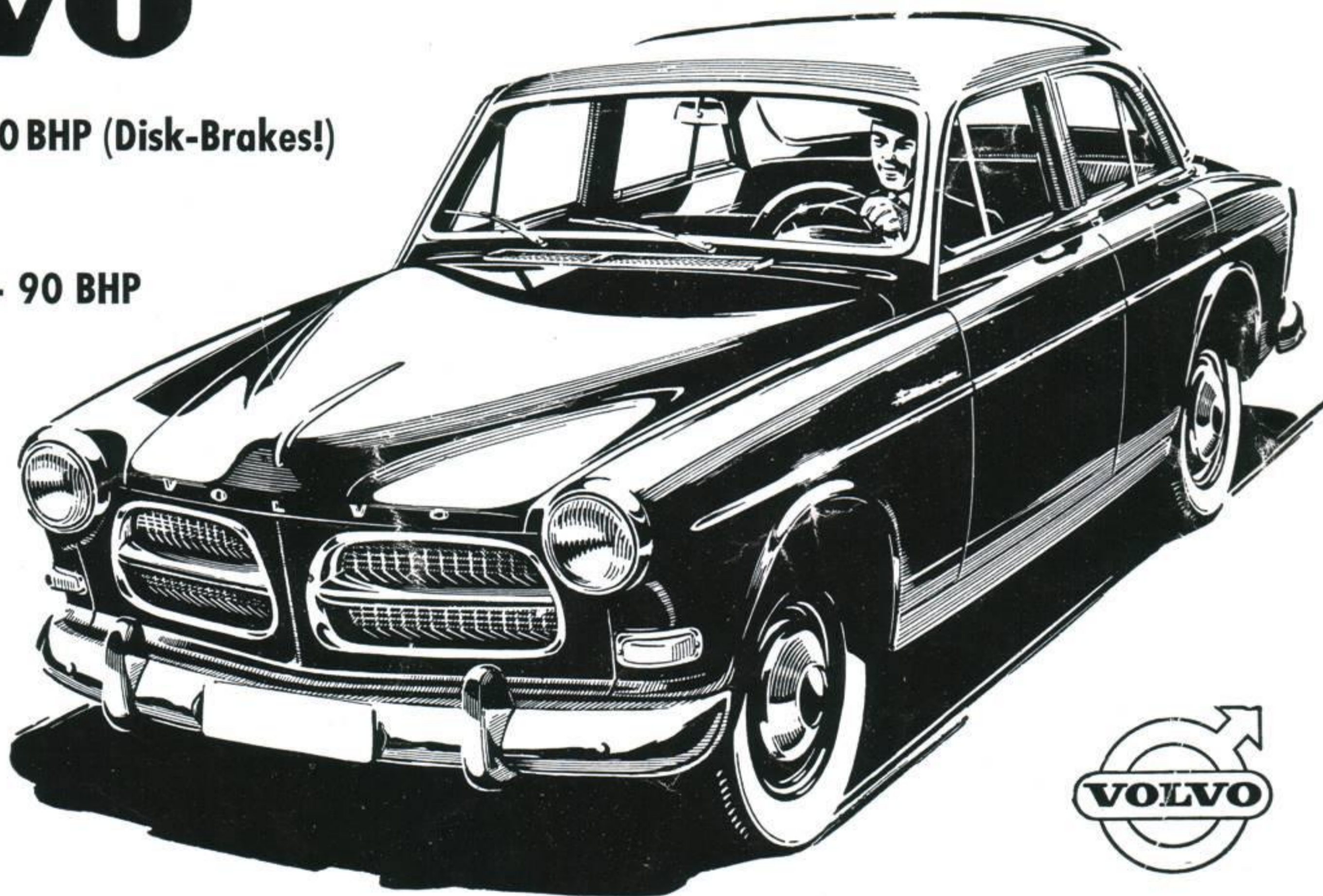
**Dannenberg & Co.**

**Karlsruhe**

**Wichernstraße 5-9**

**Telefon 53698**

6 Months Guarantee – No Mile Limit  
All Prices include Safety Belts,  
Windshield Washers, Mudflaps,  
Trip Meter, Aircond, Heater,  
White-Walltires, All Shipping and  
Delivery-Charges.



New, More Powerful Engines, Have a 5-Main Bearing Crankshaft

**Our Sales Representative TED DANNENBERG**

**Will be at the Gate Every Thursday Afternoon.**

We accept foreign and domestic cars for trade-ins. (3pm - 6pm)

# The Story Behind the Cover

The following message was received from the Air Officer Commanding 1 Air Division. "I had the privilege of representing the CAS at the celebrations of the Fiftieth Anniversary of flight in Norway held at Oslo on 3 June and the opportunity of observing the various air displays and demonstrations. The Canadian air participation provided from the Squadrons of 4 Wing was very well received. The flying of the letter "N" over the city of Oslo during the evening show was unquestionably the feature of the day and drew great applause and most complimentary remarks even from his Majesty the King. The formation for the letter N was steadily flown and so well spaced that the letter could be read in the sky miles before the formation was overhead. It was the feature picture in the Norwegian papers the following day. Please pass my congratulations to S/L Hallowell and to all participants. Once again Canadian Air Division takes top score. Well done."



S/L Hallowell is congratulated by the Danish Air Force for a performance well done.

The RCAF was represented at the FIFTIETH ANNIVERSARY OF FLIGHT at Oslo Norway by 419, 422 and 444 Squadrons. That the Canadians were well received by the Norwegians is evidence by these excerpts from their newspapers.

From Oslo... "One of the high points of the Air Show was the Canadian flypast exact in its formation at 600 KMs per hour. They presented an "N" for Norway with 12 planes and the letter was clearly marked with CF-100s on the points of the letter" ..

From Gardermoen... "12 Canadian planes of CF-100s and F-86Fs gave much interest and were so exact in their formations that the ambitious program they presented was play for these hearty effective crews who must believe that with right on their side nothing can deter them!"

Danish observers at the Oslo airshow requested a similar performance for their Fiftieth Anniversary of Flight. The 4 Wing aircraft flew a big "D" at the Copenhagen airshow.



## EDITORIAL

Leadership has been described as "the art of influencing others to achieve the aim". Sometimes, however, in the pseudo security of peace we occasionally lose sight of what the aim is. Could it be possible that just because the job at hand was completed, we are satisfied that the "aim" has been achieved?

But what is the "aim". The aim is "a force in being", a force that must fight the greatest war our globe has ever known; the battle against tyranny, oppression and the struggle for freedom. Does Canada have the leaders to conceive and command such a force? Do we have the state of mind to fully meet our obligations in this time of greatest danger, or are we being lulled into a peace time situation of over-confident career conscious administration coupled with a lack of self determination, comprehension and the true spirit of leadership.

World War II conceived many heroes. Common men came forth and great leaders were born. Thousands of men were recruited, organized into a fighting machine and led into battle. Thousands of lives were lost but still others followed and they gave their all. This total sacrifice and unbroken confidence of men in their commanders was realized only through utilization of the art of leadership.

World War II was a very real war and the danger was imminent. Leaders spoke and commanded with probity and the aim was achieved.

Today, the war is unreal and the dangers are nebulous. The threat to freedom, however, is as devastating as ever. We must be prepared to meet this threat and this is only possible through the conscientious leadership of dedicated superiors.

It is a small man who must depend upon his invested authority to gain the confidence of his subordinates. Sincerity, understanding and a sound knowledge of the task at hand will bring greater results than rank or authority ever could.

Sir Winston Churchill said "This is their finest hour". Are we as well prepared today.



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.  
Editors: F/L J. C. Slauenwhite, F/O H. N. Fryling  
Assistant to the Editor — Mr. E. W. Burnside.  
Advertising Manager Flight Lieutenant Mitchell

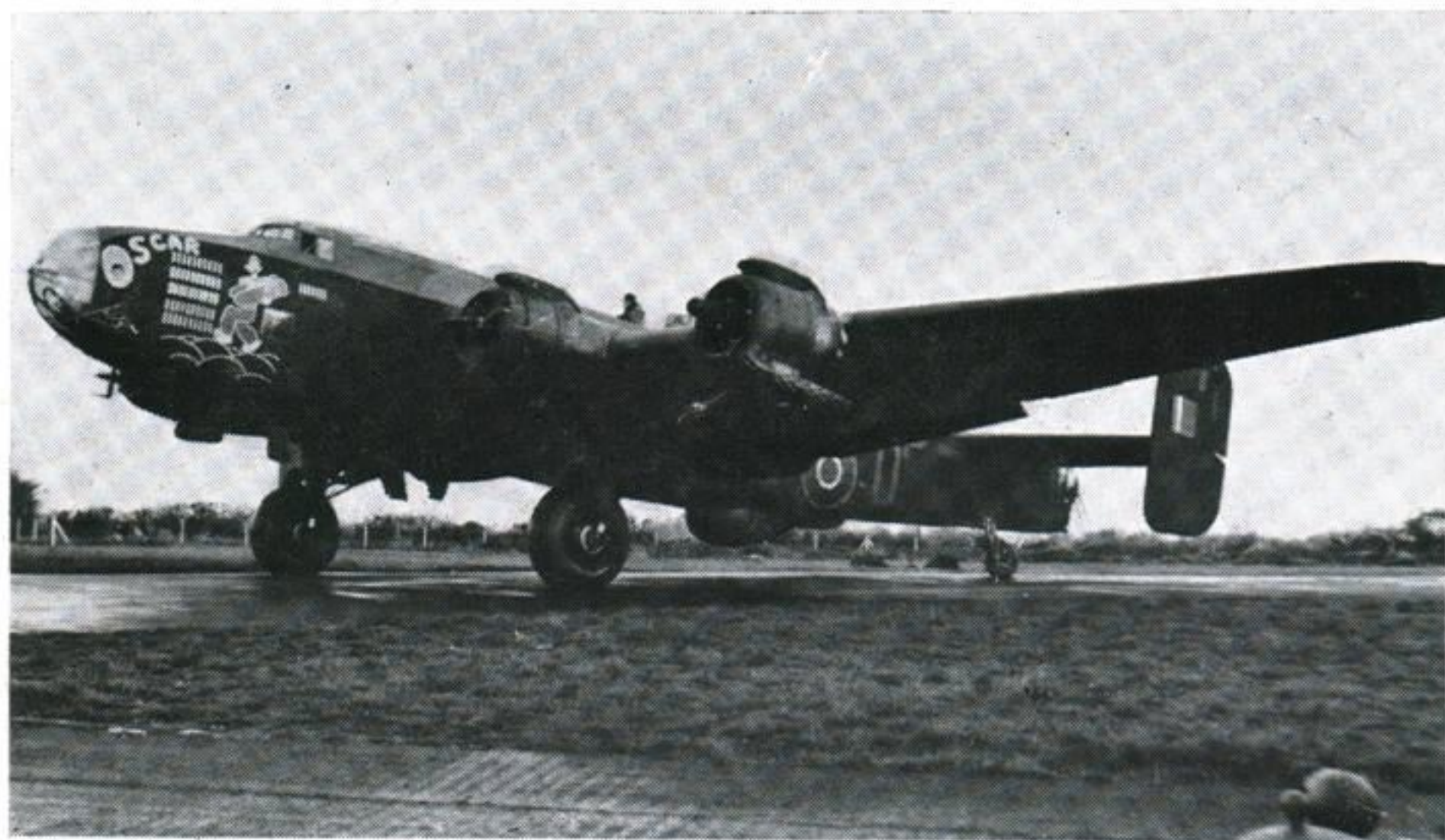
Printed by Erich Pabel, Druck- und Verlagshaus, Rastatt, Germany.

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

# THE HALIFAX

by WO2 Tate

This aircraft, the Halifax was affectionately called the "Hally Bag" and was the second of the British heavy bombers to go into service. The first heavy was the "Short Stirling" which preceded it by three or four months but the Halifax was the first heavy four-engined RAF bomber to drop bombs on Germany. This was a night raid on Hamburg 12-13 March 1941. Looking back, it seems as if this either never happened or was a long time ago, 21 years. It is also possible that there were some Canadian-born RAF aircrew flying in these aircraft. The three heavy bombers we have reviewed, the Wellington, the Lancaster and the Halifax bore the brunt of RAF Bomber Command's offensive tactics against the German industrial might. The Halifax was used for extensive glider towing when Europe was invaded. It was also used extensively as a coastal reconnaissance aircraft with the Coastal Command.



*The Halifax MK III*

The unusual coincidence about the Halifax was that it was also designed around the unsuccessful Rolls Royce Vulture 24 cylinder "H" type engine but as these engines were needed for the Avro Manchester, it was decided to change the design to take four Rolls Royce 12 cylinder "V" liquid-cooled engines. The design model was called the HP=56 and the changed design became the HP=57. The design change boosted the all-up weight from 26,300 lbs to 40,000 lbs. The Air Ministry ordered 100 Halifax on 3 Sep 37. This order was later increased to 500 by October 1938. The first maiden flight was Halifax L7244 at RAF Breister, 25 October 1939. The take-off weight for the airtest was 55,000 lbs. It had de Havilland propellers. All other early models were equipped with Rotol hydraulic propellers. The first production, "Hally", L9485 flew October 1940. This aircraft had four 1280 HP Merlin MK=X and attained an all out level speed of 265 MPH.

Within five weeks of this flight the first RAF Halifax Squadron was formed (number 35 Sqn). This Squadron began operation at Linton-on-Ouse. They made their first operational sortie 10 March 1941 over Le Havre. Halifaxes were first operated on daylight attacks but these were very soon changed to night bombers due to the great loss of aircraft.

The Halifax was built by many British firms; English Electric, Rootes, Fairey, London Aircraft and its parent company, Handley Page. There was a total of 6,176 Halifax's built and

the last one built was by Fairey Aircraft, a Halifax VII, 5 October, 1945.

The MK=1 Halifax was stressed to 60,000 lbs. It is of interest to note that nearly all of the aircraft we have discussed so far, the weight is always away up on the operational aircraft from the original prototype. As the weight goes up, the manufacturer begins looking around for more powerful engines. Larger engines are installed and we go through the same cycle again. Increase payload and the need for another increase in horsepower. This has its analogy with humans beings; the more we get the more we want.

The early "Hally Bags" had a nose turret and tail turret. Then the MK=2 had a 2-gun dorsal turret and an increase in fuel tankage. Soon the nose turret was removed as it was so seldom used. The nose was then faired in and streamlining resulted in improved performance and an increase of 1½ feet in fuselage length. Another change was the installation of larger rectangular vertical fins to decrease yaw and improving control on the final bombing run. The final engine change was made in the MK=3 to the 1,615 HP Bristol Hercules MK=16 eighteen cylinder air-cooled sleeve valve radial. These engines gave the Halifax exceptionally good performance at low altitudes. To top things off, the Hercules powered "Hally" retracted the tail wheel and changed back to de Havilland propellers. Prior to this high performance MK-3 Hally, Bomber Command had begun to restrict Halifaxes to less dangerous targets as the losses were too great. From then on the Halifax really proved its mettle and 4 Bomber Group racked up a good score of bombs delivered to dear old Deutschland. By August 1944 there were 26 Halifax Squadrons in operation of which 420 Sqn to 433 Sqn (6 Groups) were Canadian.

The Canadians were very happy with the Halifax as it took off quicker than the Lancaster and climbed more rapidly to 5000 feet. The Lanc had the edge over the Halifax as it had a much higher ceiling. The Halifax bomb load was 13,000 lbs all-up compared to 20,000 lbs of the Lanc. The air-cooled Bristol engines in the Halifax were liked better than the Merlin engine version as they were not subject to coolant leaks and were generally less vulnerable to flak (shrapnel) thrown up by anti-aircraft guns.



*Halifax preparing for operation.*



## Hoepfner Bräu

*A fine beer in great demand*

Representative

**HERBERT KRELL**

Rastatt/Baden Roonstraße 6 Tel. 2273

The only VC awarded a Halifax pilot went to P/O GJ Barton who lost his life to save his crew by bringing his aircraft, Halifax LK-797 back from a raid on Nuremberg. The Halifax also did excellent work with the airborne forces and was the only aircraft capable of towing the huge Hamilcar glider. The Halifax could tow two airspeed Horsa gliders, three WACO gliders or one Hamilcar. The final version of the Halifax had 1800 HP Hercules, longer range, pressurized fuel system. The range could be extended to 2400 miles with of course a reduction in bomb load. This aircraft the MK-6 was scheduled for the Pacific but Japan capitulated. The Halifax was kept in first line service in the RAF until March 1952. Thus this British heavy as with the Lanc, lived a long and varied career.

**Technical Data**

Description: Heavy Bomber, crew of 7  
 Construction: Stressed skin all metal  
 Manufacturer: Handley Page  
 Power Plant: MK-1 — Rolls Royce Merlin X — 1,280 HP  
 MK-3 — Bristol Hercules XVI — 1650 HP  
 MK-6 — Bristol Hercules MK-100 — 1800 HP  
 Dimensions: MK-1 — Span 98' 10"  
 Length 70' 1"

MK-6 — Span 104' 2"  
 Length 71' 7"

**Weight:** MK-1 Maximum 58,000  
 MK-6 Maximum 68,000  
**Performance:** MK-1 Maximum speed — 265 at 17,500 ft.  
 MK-6 Maximum speed — 312 at 22,000 ft.  
**Ceiling:** MK-1 — 22,800 ft.  
 MK-6 — 24,000 ft.  
**Armament:** MK-1 Nose — two .303 turrets  
 Tail — four .303 turrets  
 plus beam guns on some installations.  
 Bomb load maximum 13,000 lbs.  
 MK-6 Nose — .303  
 Tail — four .303 (Dorsal or upper  
 turret) four .303 Maximum bomb load  
 13,000 lbs.  
 Maximum range — 2400 miles with  
 about 6000 lbs of bombs.

**CORNBALL CORNER**


There comes a time in every person's life when he'd like to do something foolish. This is my contribution, I hope you like it. The reason why this goes unsigned should be very obvious... The first item on my list is labelled "Top Secret".

Not many people are aware of certain events which took place late one evening last week. The Tower, receiving a request for landing clearance from an unidentified object, for some reason known only to themselves, decided to be obliging. They probably thought it was some creation owned and operated by Barney's Airlines. This "thing" did a falling leaf and somehow, managing to stabilize itself, landed with a thump with its needle nose pointed skyward. Wing Training Flight was present in white coveralls and newly oiled boots, not to mention the O. O. with his newly commandeered Volks. Presently, after the ship had cooled off enough to be approached, there came a sound rather like someone burping and out through an exhaust port came a Leprachaun dressed as if he had come right out of a Science Fiction Tale. Seeing no immediate danger from the stunned group before him, he holstered his shillelagh and in a crablike walk approached the Orderly Officer. This type of walk was produced perhaps by the flask prominently displayed in his hip pocket and labelled "Sky's The Limit" — Hundred Octane. In the deathlike silence that followed his voice was quite discernible, even from the gun emplacement where I was hiding. Said he, and I quote, "What's the matter with ye anyway, have ye ne'r seen a ship of the Irish Republican Air Force before?" He laid it on thick I can tell you, and after finding out his claim wouldn't be honoured let out a yell of rage and stomped back to his ship wherein he soon disappeared. Up he went in much the same manner as he alighted and after buzzing the Tower was soon lost to sight. They found the FOCs there about two hours later still in a state of shock. The S. M. O. called it a state of Mass Hallucination. Between you, me and the Secret File where this story lies gathering dust, I think it has been somewhat exaggerated.

**GO ON**  
**TREAT YOURSELF WITH**  
**FRY'S**

**Crunchie**  
**Crunchie**

**Golden honeycomb**  
**centre in rich milk**  
**chocolate**



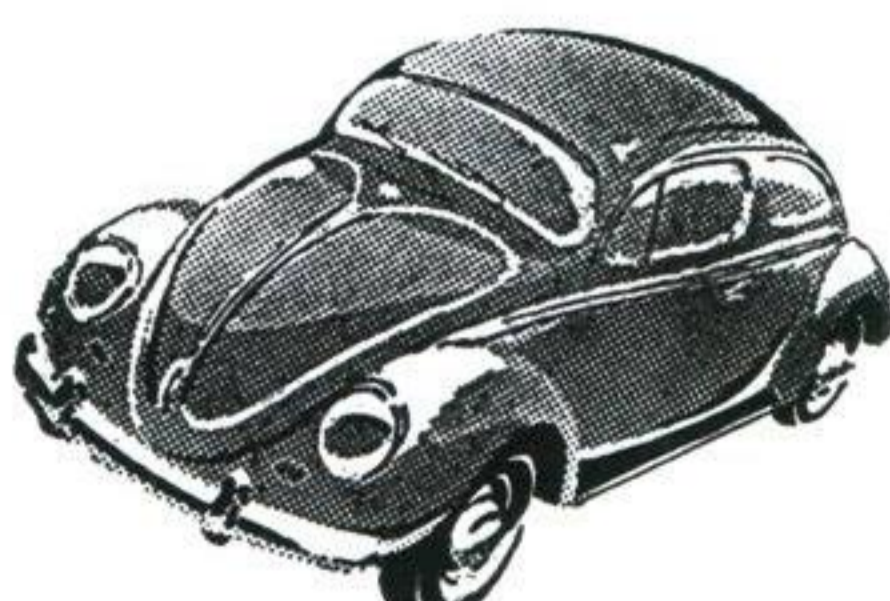
**Autohaus Paul Dienst, Rastatt**

VW dealer **Esso** - STATION

**Kehler Straße 25, Telefon 3258-59**

|                                            |           |
|--------------------------------------------|-----------|
| VW 1500 Factory Price . . . . .            | 6400,- DM |
| VW Export Model Factory Price . . . . .    | 4740,- DM |
| Karmann Ghia Coupé Factory Price . . . . . | 6935,- DM |
| VW Micro-Bus Factory Price . . . . .       | 6995,- DM |
| VW De Luxe Bus Factory Price . . . . .     | 8435,- DM |

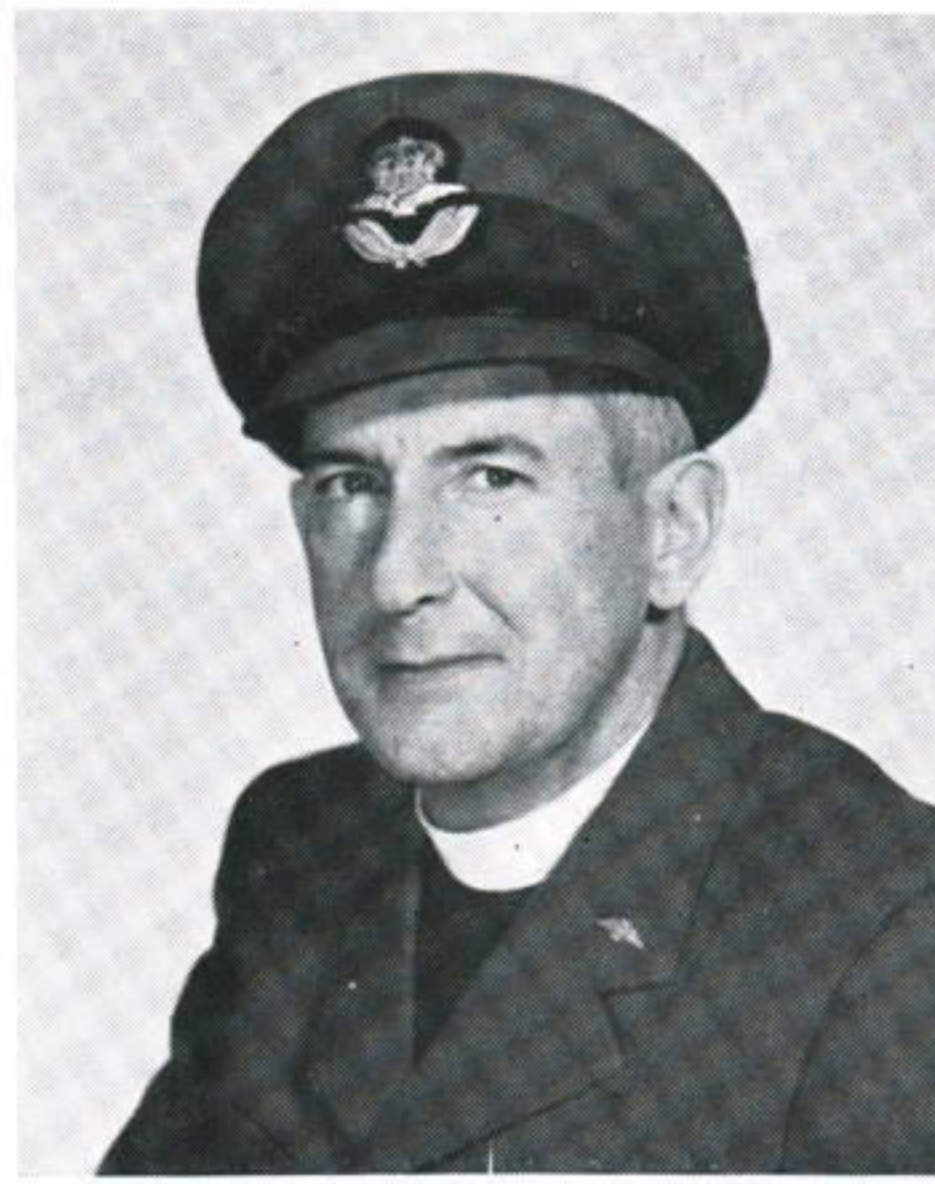
used cars you find in Werkstraße 13 of Rastatt near the new Canada-Houses



# 4 FIGHTER WING PROMOTIONS 1962



S/L Tupling



S/L Mould



F/L Neil



F/L Randall



F/L Raynard



F/L Chisholm



F/L Currie



F/L Thom



F/L Nursey



F/L Bell



F/L Caron



F/O Dunn - PC

Also promoted F/S HR Foss AFP (No picture available at press time)

# THE STEERING COLUMN



## ACCIDENTS GO ON VACATION, TOO!

Europe in summer is one big Vacation Land. It seems that everyone goes somewhere during the summer and that they all go by motor car.

As a matter of fact, 85 per cent of all vacation trips are by motor car and average 1,018 miles each. Any way you look at it this adds up to a lot of travel.

It includes many cars, which have not been properly conditioned for such a trip, being driven over many miles of road unsuited for such traffic and, most important of all, millions of drivers who are unacquainted with the country in which they are travelling. In a great many cases they don't even know the traffic rules which still vary from country to country.

A driver from a rural section is likely to be confused by traffic in the city. There is a vast difference between commuting between Buhl and 4 (F) Wing in Germany and between the Camping platz and Paris in France.

The man who knows every turn in the road from his home to the county seat cannot be expected to know the one-way streets and prohibited turns in large cities. The street that may seem plainly marked to us in our town may be a big puzzle to our out-of-town friends. They don't know where they are and while looking for street names they overlook traffic signs. This leads to wrinkled fenders, jangled nerves and violent tempers. Quite often these momentary confusions end in death.

But how does this affect us? Well — we use the streets and highways don't we? Our traffic increases in summer, too, doesn't it? Who uses the roads any more than we do? Who then is most likely to be involved in accidents with these vacation drivers? We are of course, unless we use extra care.

Those who have worked long in traffic safety have discovered one very important truth — that places which look dangerous are seldom the scene of accidents. It's the ones that look safe that trick drivers into mishaps. Now, what does that have to do with vacation drivers? The stranger in our midst will see all the places that look dangerous and avoid these pitfalls, but he will not know about the others. He is the one most likely to be trapped. When this does occur we are quite likely to be trapped with him.

So, make allowances in your driving to compensate for shortcomings.

1. Be particularly careful with drivers from other countries.
2. Watch for signs of confusion, particularly at intersections of main highways and in cities.
3. Avoid showing impatience. Just a second or two gives the other guy a chance to get his bearings.

4. If there is evidence of confusion, try to help the poor guy out. Often a brief explanation works wonders.

5. Remember, when you start out on your vacation trip, every word of this applies to your driving, too.

So beware of the vacation driver. He may be hard of hearing partly blind, so old his reflexes don't work well, ignorant, drunk, and confused concerning directions, street names, traffic restrictions and laws. Help yourself by helping him.

## SUGGESTIONS

Plan ahead for your trip.

Install Seat Belts.

Purchase an AFEX Travel Guide.

Check your First Aid Kit.

Check your car for Defects.

Avoid Fatigue — Plan daily distances.

Don't Day Dream — Drive.

Above All — Drive Carefully.



**The Crown Life Insurance Company**

**Home Office: Toronto, Canada**

Providing all forms of life insurance without war clause or restrictions of any kind.

## Family Plan

**Reducing Term Insurance also available**

For a monthly premium approximately of \$ 10.00, at age 25, the Crown Life will insure the husband for \$ 30,000, the wife for \$ 2,000, and all children for \$ 1,000 (future children are insured at no extra cost). At age 21 each child may buy up to \$ 5,000 of life insurance regardless of health or occupation at standard rates. Should the husband die, the insurance on the wife and children remains in force with no premiums to pay.

For further information, at no obligation, please send this form to

**Crown Life Rastatt - P.O. Box 482**

Name: ..... Address: .....



SUNBEAM

SINGER

HILLMAN

HUMBER

# AUSTIN

**Auto - Erhardt Baden - Baden**

Telefon: 4034, 83 Lichtentaler Straße

SERVICING ALL BRITISH CAR



Chrysler

# TRAILERS



Trailers and camping are frequent topics of conversation amongst 4 (F) Wing personnel. This is to be expected because almost everybody likes to make maximum use of their leaves and week-ends and see as much as possible of the innumerable attractions available to the tourist in Europe. However, touring which involves reliance upon hotels and restaurants involves many complications, such as heavy expenses, and ways to overcome them are by camping or bringing along your trailer. Previous issues of the "Schwarzwald Flieger" have dealt at length with camping, so this article is devoted exclusively to trailers.

Trailers are becoming more and more popular with all personnel as a glance any day at the parking lot near 444 Sqn will prove. One reason, and a very compelling reason, is that they save the owner a great deal of money. A family with two children will normally have to budget approx \$20 a day out of their holiday money for bare necessities like food and lodging. This digs a terrific hole in the family budget and leaves little



Probably one of the most popular trailers on the base is the sprite.

spare cash for the extras like tours, souvenirs and other treats which help to make a holiday successful. Regular weekend trips are prohibitive with such expenses. Once your trailer is bought, however, (and it soon pays for itself at these rates) you can take a trip anytime you like and the basic necessities occasion no more expense than if you remained at home.

Trailers are also convenient. You don't have to make for a town or village at night and spend a great deal of time — particularly in the high tourist season — locating a clean and not too expensive hotel room. Even campers have to take the trouble of finding a camping platz that isn't full, and have to spend up to two hours fixing their tent and accessories in the case of an overnight stop. The next day the tent has to be pulled down and everything repacked. The trailer owner on the other hand can pull off anywhere, for example the autobahn parking areas, and right away he is fixed up for the night. The next morning he can be away with little fuss and delay.

One of the problems associated with travelling, particularly in warm weather, is that of upset stomachs. This applies particularly to the younger members of the family. Unfamiliar, unclean and often poorly cooked food, and water of unknown origin, can easily cause internal complaints and detract from your holiday enjoyment. In your trailer however you cook your own food yourself, and drink water you have previously procured from a reputable source. The water purifications

tablets available from the hospital will ensure that your drinking water is safe. Cooking in your own trailer is no real problem and no hardship if you plan it properly. Canned foods, for example, are quickly heated, very nourishing, appetising and can be chosen beforehand by you at your own grocery store.

Trailers are comfortable. You have good beds which you are used to, as much lighting and heat as you care to provide, and you can have decent toilet facilities. This is really something! Those who have done any travelling in Europe will appreciate this. Even so-called good hotels do not always provide such services to the standard we are used to. The biggest problems encountered in hotels are often lumpy beds, impossible pillows, strange forms of bed-covering and unclean toilets. With a trailer you have no worries in this respect.

You have no large packing problems with trailers. Generally speaking you just secure your clothes etc, in the trailer, step out, get into your car, and you're away. Living out of a suitcase, and the inevitable packing and unpacking don't concern you. You can live in as much luxury as you care to provide yourself with.

Of course there are some problems associated with ownership of a trailer, and their magnitude depends upon the individual situation. A trailer has to be towed. Whether this is a big factor in deciding whether you should own a trailer depends upon yourself, — your driving skill, self-confidence, general state of your car, etc., all have a bearing on this

problem. Most trailer owners state it's a case of getting used to it, and that after the first few miles you feel quite "at home" towing a trailer.

Another angle is the initial cost. Again, how much of a problem this is depends on your personal finances. Trailers cost money, of course, and the better the trailer the more it costs. However, those who are thinking about buying camping equipment should note that a small trailer does not cost a great deal more than your tent plus all the necessary accessories like camp cots, air mattresses, stove, etc., which are provided automatically in a trailer. The tourist who stops at hotels and eats at restaurants should note that he and his family soon spend sufficient money to buy a trailer; and then, of course, all future holidays are free. Trailer costs are discussed a little more fully below.

Trailers unlike tents, are a year round proposition in Europe. In the south many parks stay open the year round. In the north you can pull off the road and with your own heating system you will probably be much better off than in a hotel which may be poorly heated.

## What Sort of Trailer Should I Buy?

If you are considering buying a trailer, here are some hints about the size you should get. Factors to be considered are: the horse-power of your car, the size of your family, your individual requirements regarding space and of course, finance. The greatest limiting factor is the number of horses under the

## Ladies and Gentlemen!

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

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

Tuesday to Friday from 0900 to 1800 hrs  
Saturday . . . . from 0900 to 1700 hrs

hood of your car. A small car, in the Volkswagen, Morris Minor and Dauphine range will tow a trailer up to approx 950 lbs weight. A car with a 1500 cc engine, like the Opel Rekord and Borgward Isabella, will tow a trailer up to a maximum of 1400 lbs. Larger cars like the Ford Zephyr or Zodiac, Simca V8, Opel Kapitän and Mercedes 220 will pull a 2300 lbs trailer. So if you have a small car, you must have a small trailer. Personnel with larger cars, especially American, can choose from the whole range of trailers and can take into greater consideration their own individual and family requirements. Even the small trailers however, will sleep four in comfort, have plenty of headroom, lots of wardrobe and locker space, etc. They are fine examples of the art of making the most of the room available.

Costs, of course, vary with the manufacturer, delivery costs etc. The best value for money appears to be obtainable from English-made trailers which you can import tax free under the same conditions as for a car. The English Sprites are very popular with our personnel who have already bought trailers and they are quoted here, but merely as examples. Delivered at Dunkirk the Sprite Ariel (for VW, Dauphine, etc.) costs \$720; the Musketeer runs to approx \$945 and the Sunway for larger cars costs approx \$1800. The Nipper (for small cars) made by another English firm costs \$720. Folding type trailers are available and information on these can be obtained from Central Warehouse. They have advantages in that they are lighter, require little extra braking, offer small wind resistance, do not strain your car very much, and hardly affect gas consumption. They do not obstruct rearward vision, and are very easy to manoeuvre. However, there is the other side to consider and once again the magnitude of each factor depends upon the individual case. Points to consider are first, — a folding trailer is not much cheaper than the non-folding type. A folding trailer costs approx \$650 with necessary extras while the Sprite Ariel costs only \$70 more and will sleep four people comfortably to the folding trailer's accommodation for two. The folding trailer often has a canvas top which "drums" in the wind, and like a tent must not be touched when it rains otherwise it leaks. With a folding trailer an awning (\$45 extra) is a must.

If you choose a trailer delivered at Dunkirk, a good route back to the Wing is via St. Malo — where there is an excellent beach — Ostend, Brussels (this is an autobahn type route), to Aachen, and then it's autobahn all the way to Baden-Baden. You can get your trailer delivered at Antwerp, but many personnel have had unfavourable experiences there in getting their trailer through the customs. At Dunkirk there is a matter of about 15 mins, easy formalities and you are through the customs and on your way.

The delay between ordering a trailer and taking delivery varies with the model. The popular Musketeer, for example, takes about six weeks.

### Accessories

The amount of extras you put on your trailer depends on your personal requirements and finances. Some however, are very desirable, almost a necessity, and therefore mentioned here. An awning is a good extra to have; it provides a shaded outdoor spot where you can sit, eat, and generally relax out of the sun and any showers that may occur. The Weingartner Autosattlerei at Gaggenau is a good place to get one.

A chemical toilet is comparatively inexpensive but very desirable. The toilet facilities available at organized sites are not always of the best. With a chemical toilet you can stop anywhere for the night and have no problems with regards to toilet facilities. You can specify a chemical toilet for approx \$17 when ordering your trailer and it will usually be installed by the company at no extra charge. You should check this when placing your order.

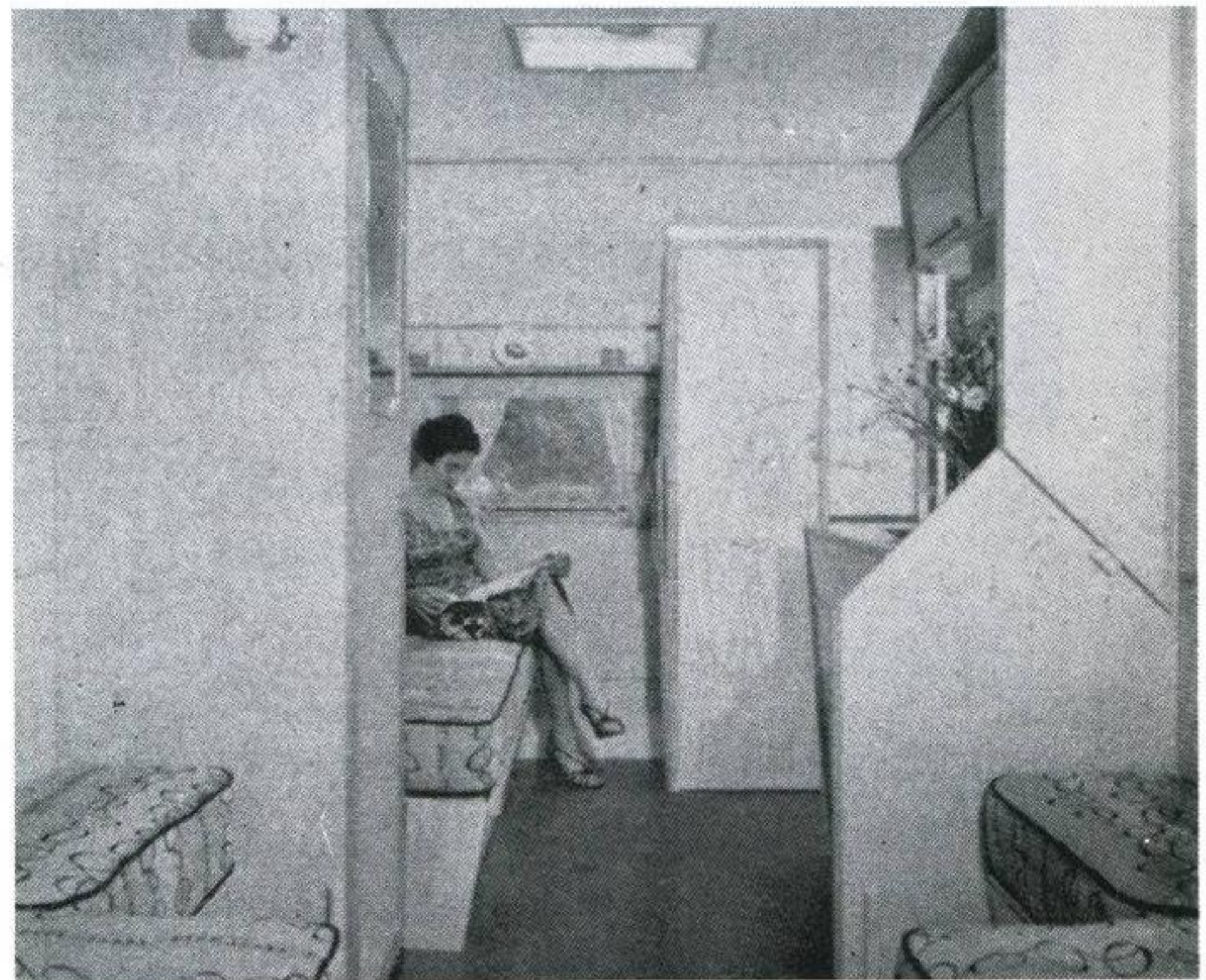
A miniature refrigerator is desirable. It is better than the small ice box which requires the purchase of ice which is not

always easily available, melts, takes up valuable space and doesn't keep food and drinks very cold. A recommended refrigerator is the Sivia. It will operate off gas, 6—12V or 110—220V electric, and so can be run off the car battery or used at home.

Other accessories to be considered are folding tables and chairs, portable transistor radio and a sun couch.

For a few marks, the book "Camping Europa", is a very worthwhile investment. It gives details on something like 1100 trailer parks, provides information on places of interest and helps you plan your route. It is worthwhile too, to join the Deutsche Camping Club for 23 DM (renewal 18 DM) and get a camping carnet from them. Particulars are obtainable from the Reisebüro. Again the marks you spend are amply repaid. You can get short term insurance for your equipment at very low cost, you will get up to 50% reduction in the rates charged you at camping places, and some places, like the Bois de Boulogne in Paris will not admit you at all unless you have a camping carnet.

Don't forget to carry a booklet of Esso gas coupons. Quartermaster gas stations may not be open if you get there late at night; sometimes too, they are hard to find.



*An interior view of the sprite.*

### Touring

Your trailer will normally be delivered complete with the two parts of the hitch, — on the trailer and the other half to be fitted on the car. Again, check this when ordering. There remains the job of fitting the hitch on to your car. This is best done by experts who will not only fit it on properly and to the right part of your car but ensure the length is correct, by cutting and welding, and that your trailer is level with your car (this is important). One place which is recommended is the P.E.K.A. firm at Karlsruhe.

Arrange your equipment in your trailer so that you have approx the following extra down-weights on your hitch; small trailer — 75 lbs; medium — 120 lbs; large trailer — 125 to 140 lbs. This can be obtained by putting your groceries, for example, forward of the front wheels. This extra down-weight on the hitch helps provide stability of your trailer.

Always keep your major weights at floor level. The higher your heavy equipment the higher the centre of gravity and this causes undesirable oscillating movements of your trailer. Heavy weights in the extreme rear of the trailer are particularly dangerous. If oscillation begins, the effective weight is increasingly amplified until the walls cannot withstand the force. The equipment will break free and actually be hurled out of the trailer.

(Continued on page 22)

A CLASH OF WILLS... AND 1200 LIVES AT STAKE!



A challenging, exciting and suspenseful naval war melodrama. Based on the play "L'Equipage au Complet" by Robert Mallet, it's about a British sea Captain and two Italian prisoners who engage in a stubborn battle of wits and bluff while "sitting" on a unlocated mine, and ends with honours more or less even.

⌘ JULY ATTRACTIONS ⌘

**Sun. 15th & Mon. 16th "RUN SILENT, RUN DEEP"** starring Clark Gable, Burt Lancaster and Mary La Roche. A submarine melodrama staged in the Pacific. It's about a resolute commander and his inhibited number one who violently disagree over the former's campaign of revenge against the Japanese, but resolve their differences in time to square accounts with the enemy. (U)

**Tues. 17th "THE BIG GAMBLE"** starring Stephen Boyd, Juliette Greco and David Wayne. A CinemaScope and De Luxe Colour suspense melodrama with triangle overtones, about two Irishmen and a young woman who embark on a hazardous lorry trek through the African bush. (U)

**Wed. 18th & Thur. 19th "BLUE HAWAII"** starring Elvis Presley, Joan Blackman and Angela Lansbury is a sunny Panavision and Technicolor comedy musical dealing with a romance between a lusty U.S. ex-serviceman and a pretty and spirited half French, half Hawaiian girl. (U)

**Fri. 20th & Sat. 21st "THE VALIANT"** starring John Mills, Ettore Manni and Roberto Risso is a Panavision naval melodrama and the recommended film of the month. (A)

**Sat. 21st Childrens Matinee. "HAYFOOT"** starring William Tracy and Joe Sawyer plus "PEOPLE AND PLACES" (interest).

**SPECIAL REQUEST WEEK** Twice nightly at 6-00 & 8-30 Sun-Sat. inclusive.

**Sun. 22nd "THE COLDITZ STORY"** starring John Mills, Eric Portman and Bryan Forbes is an exciting World War II prisoner of war melodrama. (U)

**Mon. 23rd "CAPTAINS PARADISE"** starring Alec Guinness, Yvonne de Carlo and Celia Johnson is a delightful romantic comedy telling of a ship captains double life. (A)

**Tues. 24th "THE WOODEN HORSE"** starring Leo Genn, David Tomlinson and Anthony Steel is the true story of an ingenious and successful escape plan by British POW's during World War II. (U)

**Wed. 25th "COWBOY"** starring Glenn Ford, Jack Lemmon and Anna Kashfi is a Technicolor western melodrama. It's about a forthright cattleman who, compelled by circumstances, accepts a tenderfoot as partner and soon sees the skin of his protege thicken. (U)

**Thur. 26th "PRIVATE'S PROGRESS"** starring Richard Attenborough, Dennis Price, Terry Thomas and Ian Carmichael is a rollicking service comedy based on Alan Hackney's best seller. It deals with a shy easy-going undergraduate who is inducted into the army in the early days of World War II, but falls into the clutches of high and low class con-men. (U)

**Fri. 27th "THE THIRD MAN"** starring Orson Wells, Joseph Cotton and Alida Vali is a post-war melodrama with the setting in Vienna. A gripping story of blackmarketeers during the allied occupation, ending on an intriguing note. (A)

**Sat. 28th "BELLES OF ST. TRINIANS"** starring Alistair Sim, Joyce Grenfell and George Cole. A lunatic college extravaganza of education on the loose or how not to educate your child. (U)

**Sat. 28th Childrens Matinee. "THE NEW ADVENTURES OF TOM AND JERRY"**. The return visit of the cartoon programme that played here a few months ago. (U)

Your Fieger:

"GIRL OF THE MONTH"



*"Lovely Luciana"*

LUCIANA PALUZZI who hit the British screen like a bombshell with her performance in "Sea Fury" wears a pink slipper-satin evening coat. (Still by Cornel Lucas)



# Touring our Flugplatz



419



SQN

LAC JEA Lipsett and Cpl J. Anderson have undertaken this month's 419 Column on behalf of our airmen. We have had to go outside of 419 for the artwork, which we hope will be a regular feature. Thank you Cpl Kelly of the Airforce Police.

Well, another stag night has come and gone, with a few new faces being officially initiated and a few of the regulars being missed. Maybe by the time the next one rolls around the off duty passes will be flowing a little more freely. The Gasthaus Löwen in Rastatt was the location and music was supplied throughout the evening by Ken Ned with his accordion and Bill "Crash" Matheson, (a recent arrival to the station) who accompanied Ken on the harmonica. The meal was very good and the liquid refreshment was cool. A good time was had by all, and Frank, I didn't mention your name at all!

On the local scene the horseshoe pit has been pretty active (except, when a certain flight sergeant filled it with oil), with "Double Ringer" Blizzard and "Load" Francescone taking on all comers. As "Double Ringer" says, "You never know, we might even win a game".

Mike Kelly has his hammock completed. You can find him relaxing between two trees overlooking the horseshoe pits, at the south side of number 2 hangar almost any noon hour or break period.

One of our squadron members has just purchased a red Borgward; it can be seen any time during working hours in the hangar parking lot. After working hours though, it's whereabouts is anybody's guess. Rod says it takes to the hills around Baden-Baden like a duck takes to water. I never knew you were a mountaineer, Rod.

Just a reminder to all personnel that the strawberry patches around the hangar are the private property of Tony Rivard, so hands off.

Carl Droeske has joined the ranks of the 419 Caravan owners with a ten foot Sprite. The Caravan is larger than the car, but then Carl drives a Volks, so naturally there is no problem. Have a good trip to England Carl, but don't forget you are going there to go sightseeing during the day.

And now a brief introduction to four of the Squadron's new members who are now employed in Maintenance.

## New Arrivals

Sgt James Easton was born at Hamiota, Manitoba and calls Saskatoon, Sask. his home. Jim's airforce career began in Winnipeg and throughout the years he has been stationed at Gimili, JAS Rivers, Saskatoon, 430 Sqn North Bay, and 2 (F) Wing. His 2 Wing tour was for one year, from October 52 to

October 53. When Jim arrived at 4 Wing on the 28 April 62 he was accompanied by his wife Marjorie, and their two daughters, Pamela Jean and Aileen.

We at 419 hope you enjoy your stay in Germany and we will be watching for you in Camp platz's in Europe during the summers to come.

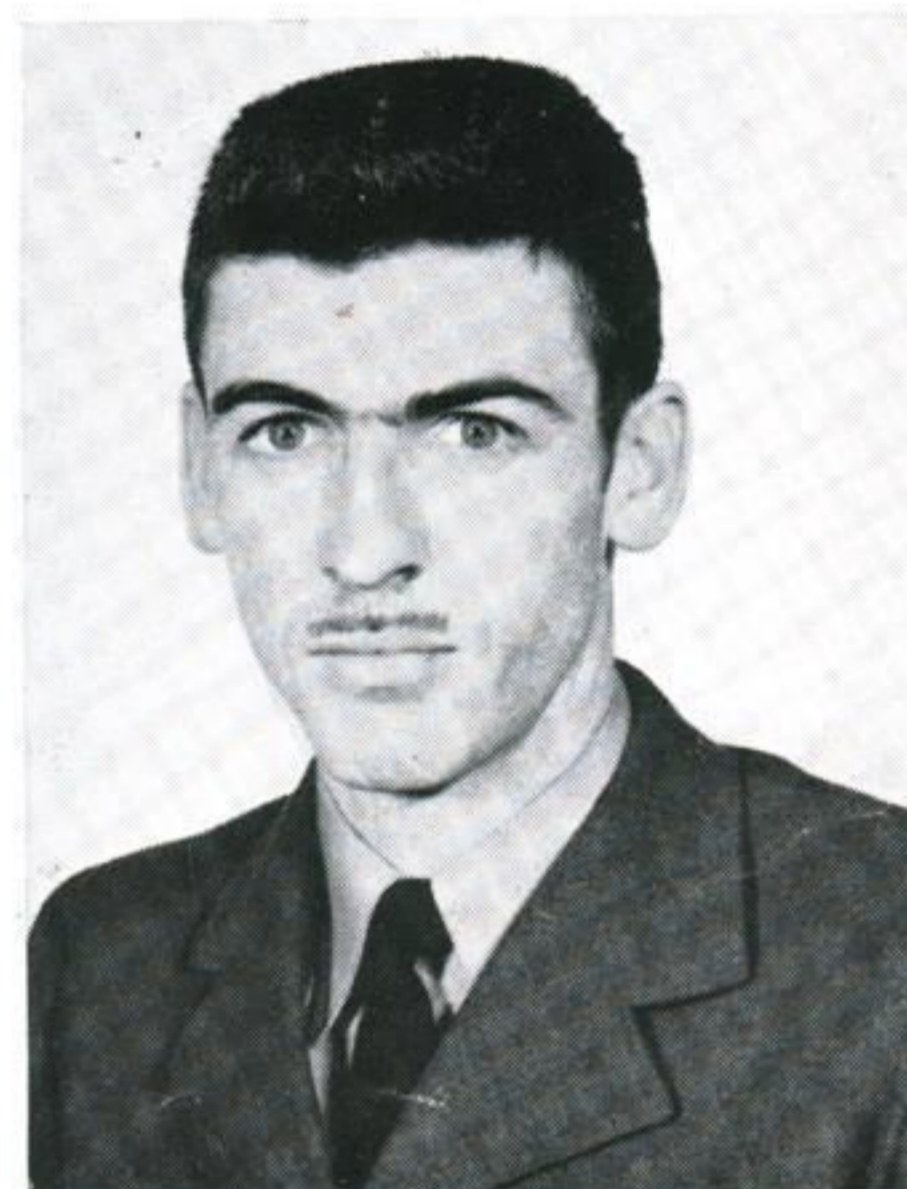
LAC Bill "Crash" Matheson was born in Bradalbone, PEI but calls Charlottetown his home. He enrolled in Summerside and after his Manning Depot training at St Johns Quebec was transferred to Uplands and then to Camp Borden. From Borden he went to Greenwood and came to us at 4 Wing on the 6 May 62.

When Bill arrived at 4 Wing he was accompanied by his wife Audrey and their two (or is it three) children, Gerald, Judy and? Bill, an accomplished musician, plays the harmonica and is a motorcycle enthusiast.

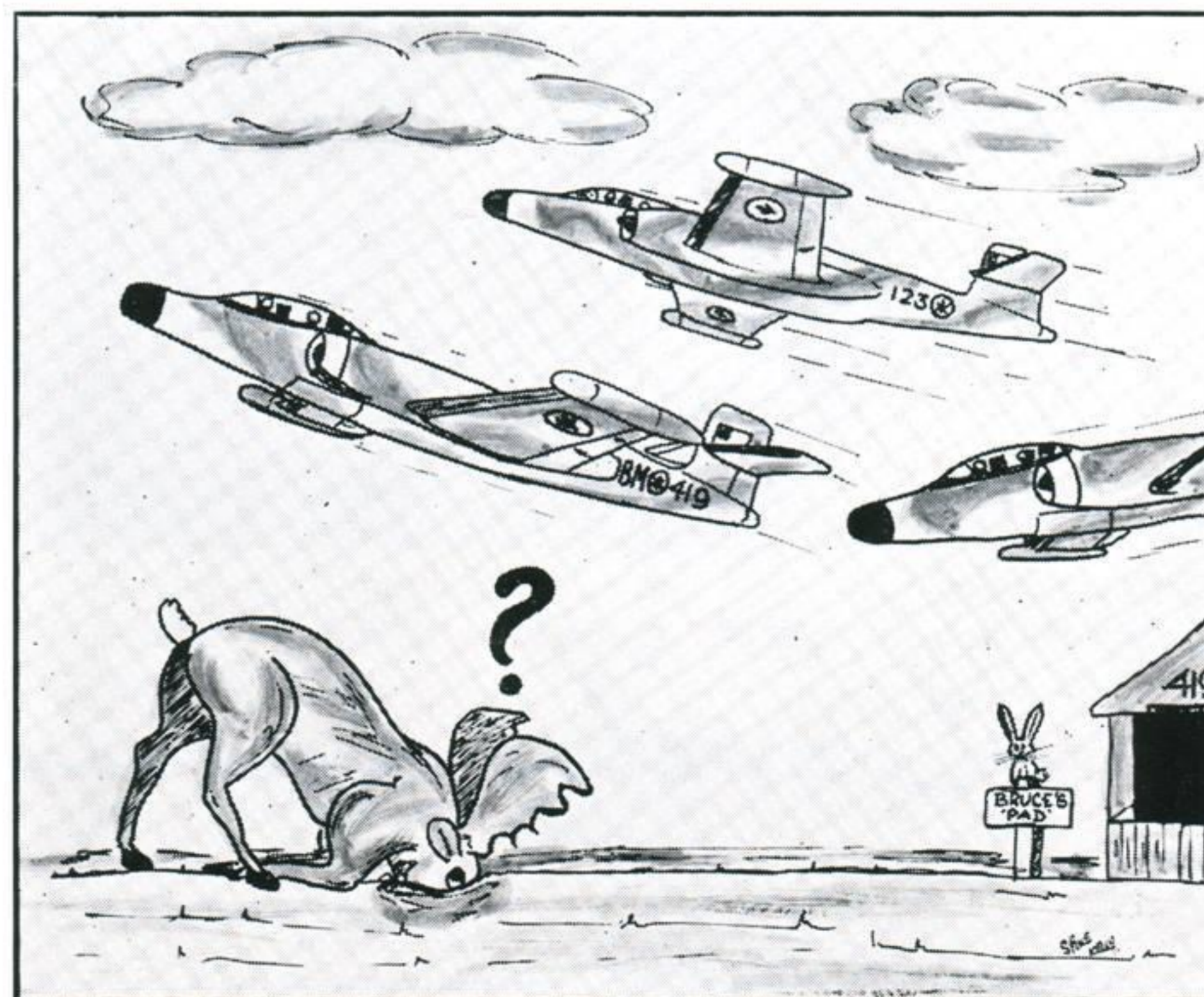
At present Audrey and Bill are residing in Schwarzach. We hope you enjoy your stay in Germany.



Sgt James Easton



LAC Bill Matheson



"Its Wedding time at 419"

LAC Fred Whiteway was born in Shelburne, NS and calls Kingston, NS his home. Fred enrolled at Halifax, took his Manning Depot training at St Johns, then to Uplands, Camp Borden, Greenwood and arrived at 4 Wing on the 17th of April.

Fred was accompanied by his wife Ardith and their son James when he arrived in Germany. We hope you enjoy your stay in Europe.

LAC Marcel Giguere calls Quebec City his home. He came to us at 4 Wing from AFHQ Practice Flight Rockcliffe on the 28th of April 62.

Marcel will be residing in barracks as he is still a batchelor, so look out girls!

Next month we hope to bring you a report on the activities at the 419 Squadron picnic to be held 14 July in our dispersal.



LAC Marcel Miguere



LAC Fred Whiteway



## 419 Sports

Volleyball has been very active down on the farm the last few weeks. "A" Crew Snags have been holding their own over Line Crew. The last record was 3 wins, 0 losses for Snags. Server Cameron and Spiker Sterling have been the two big guns in the past.

The football season is well underway with the Moosemen pounding out a 6 win 9 loss record. Now for a thumb nail sketch of the fastball sweater boys. Smitty the big hurler for the boys has been keeping the opposition in their place.

Vern Brown the star catcher of the league still uses that outlawed lobster trap but it sure does the trick.

The basemen Kahout, MacKenzie and Henning have been doing a bang up job the last few games although there still are a few holes.

Colbert the short stop is still trying to knock out that out-field fence on one diamond but it is just too far away.

The fielders; Murray, Kidd, Rose and Labonte have a real job on their hands now as Gadde has left the minors for the majors.

The spectators at the games are pretty scarce so don't you think its about time you the reader got out and supported your team to victory. The Moose did it last year so why not again.



Hostile Aircraft have been discovered by the 419 Ground crew.

422



Sqn

To those concerned, the Hatchetmen thank you for the finest weather we've seen since mid-April. It's been an asset to the Sqn this past June as we were committed to a full period of flying. Although a good deal of time was spent in preparation for our trip to Deci, Sardinia, we did manage to do the occasional sortie on Zulu and on the recent exercise, both of which found us keen and alert at close to 0300 hrs. We were able to take things easy and rest up previous to our forthcoming trip to the sunny south, at 422's recreational resort area at Bertrix where we spent a happy restful week recuperating.

Concerning the Sqn's stay at Bertrix, operationally 422 met the commitment successfully but not without a great deal of effort on everyones' part — hats off to the supporting unit who had to stay on after we left. "B" rations, although well prepared and inadequate facilities including shaving in cold water could easily lead to poor morale but fortunately with lots of work, a few ball games, the odd after dinner refreshment and card playing in the evenings, the time passed quite quickly and morale was kept high. We had one personnel accident during our stay in Bertrix and although minor, deserves mention. Ray Stead while attempting to jump onto his top bunk, fell down head first. It appeared humorous at the time but later Ray found he had a badly bruised shoulder and has been subsequently grounded by our efficient hospital staff. The Sqn emphatically regrets this inopportune accident, Ray, and we shall think of you, lumbering behind in the Bristol, as we wing our way to the sunny south.

In sports, 422's ball team is still in the limelight. To date, 422 have played 14, won 11 and lost 3 to give us a strong lead in the inter-section league. Don Allen, W/C Kaufman

and Sterling Little have all pitched steady ball and Merv Wren, the Boss, Bill Kelly and Gerry Yager have been hitting the long ones when we've needed them.

Pat Barrett, who won the inter-section hockey trophy for having scored more points than any other player in the league this past season, has been awarded the inter-section sportsmanship hockey trophy for being the most polite pusher in the league. Well done, Pat!

Promotion exam results came out this month and for the most part 422 was a happy home for the Hatchetmen. F/Os Wallace, Saunders, Best and Schlunneger wrote all five with only Gerry Saunders missing History. F/Os Kee, Miklossy and Wren wrote the exams they had yet to be credited with and again history was the villain, this time to Merv Wren. All in all though the chaps did quite well and I know Gerry and Merv will really ace history next year.



W/C Mayo



F/L MacDonald

"Strawberries must be in season! — at least that's what we thought before we tasted the Strawberry Bola type Firewater that Joe prepared for the SQN on 8 June, the night of the going-away party for F/O Ron Wesch, W/C Mayo, F/L MacDonald and F/L Russ Kane. After having downed the lumpy liquid at the mess, the SQN departed to the Hirsch and a finer dinner party we haven't had for many a moon. Appropriate skits were presented as were SQN mugs. Although all four SQN members will be here for some time yet and a great deal more firewater will dilute our systems together, we bid you farewell and happy landings across the big pond.

422 is also losing part of its backbone in the departure of LAC Tom Turner who will be leaving shortly after our return from Deci. Tom has been with the SQN for almost four years now and his conscientious efforts have been appreciated not only at work but also elsewhere. The Skeet Club will be losing



F/O Wesch



F/L Kane

half of the executive staff. From the pilots and men, Tom, it's a sincere thanks for that little bit of extra you always gave the SQN. Good luck to you and your family.

In the status seekers column, Warren Wallace has made the grade. On 15 June, Warren was up-graded to section lead after proving himself a fine pilot and an able leader in the skies, but for awhile anyways, you better keep an eye out towards your six o'clock, Warren.

The SQN has been keeping WNT's instrument flight busy this past month as S/L Higgs, F/Os Best and Schlunneger all renewed their green instrument ratings. Thanks for the assistance, when required Bill, John and Speedy. To you WNT, since you've been so good to us, perhaps the next time you drop in to Bertrix, we'll more efficiently facilitate your needs and we may even prepare a pad for you if you don't think you'll be able to depart on the same day that you arrive.

On the 26th of June, 422 had a solo party and a happy occasion it was. The man was S/L Pat Higgs. In being unable to get a relight December 61, S/L Higgs ejected from an F-86 after having had a flame-out on GCA here at Soellingen. He suffered serious back injuries and for a long while was in a cast. A few months ago the cast was removed but it was only a few weeks ago after several trips to Air Force medical specialists in Toronto that he was cleared to fly jets again. He had a few trips in Wing Instrument Flight and on the 26th June 62 in F-86 65T he went solo and survived the trip. Welcome back to the fightin' skies of Europe, Sir, we're all happy and I know you'll again make us proud you're aboard.

On the 27th of June the SQN departed to Deci, with high hopes of good weather, lots of fuel, and an active camp, a fitting way to end this month of June which has been filled with diversity from beginning to end, extraneous to the normal routine.

Wherever you go, you'll find it  
"the best in the house"

in 87 lands

Canadian  
Club



BY APPOINTMENT  
TO HER MAJESTY QUEEN ELIZABETH II  
SUPPLIERS OF "CANADIAN CLUB" WHISKY

HIRAM WALKER  
AND SONS, LIMITED

WALKERVILLE CANADA



LONDON OFFICE 138 NEW BOND ST.

444



QN

May, with its prospects of fair weather, stirred in two of our members an irresistible desire for the open sea, salt spray in the face, fouled halyards (ropes to the uninitiated) and other nautical pleasures. Thus one weekend, after a grueling drive from 4 (F) Wing to Calais, with Captain Jock Mackay at the helm, and his trusty first mate Don Galloway, master of the bailing bucket, a crossing of the Channel to Dover was braved. Braved because their craft was none other than Jock's collapsable, rubberized, twelve foot, wind propelled, man of war. In all, these two intrepid mariners were exposed to ten solid hours of the joys of the seas. Should anyone doubt this tale they have only to seek out F/L Mackay and he most willingly will supply documented proof of this adventure. He may also tell you that he is not about to do it again: something about the cold and wet not agreeing with him being the reason.

June brought with it the squadron's first party after a somewhat lengthy period of social inactivity. This was to honour F/L and Mrs. Caron and F/L and Mrs. Hawkins who are departing for Canada and F/O and Mrs. Smale who are going to Sardinia. Everyone agreed that the party was an unqualified success. The highlight came with the after dinner speeches. The Boss in his usual quiet manner very effectively obtained everyone's attention with the aid of a small device commonly known as a thunderflash. Following the departing members' farewell speeches which were very well received, Mrs. Dennis on behalf of the 444 Wives' Association, presented each of the departing wives with a small silver candy dish.

The following Friday evening the whole squadron assembled at the Iffezheim bridge for a wiener roast. The weather to this day had been wonderful with not a rain cloud in the sky. But, you guessed it, the Canteen Officer and his deputy dropped the ball. They were told not to practice their rain dance that afternoon but to no avail. They danced and it rained; best rain they had around these parts in years.

In the hobby department model aircraft building and crow (you see Monk I call them crows) hunting have taken precedence. The former are very satisfying in the building stages but with little or no guarantee of success when it comes to flight testing, as results of some of these tests that were carried out in "B" Flt show. Doug Moffatt also had some very bad luck when his radio controlled model malfunctioned on its first flight. Last seen it was heading south from PMQs over the Schwarzwald. Should anyone happen to find it I am certain that F/O Moffatt would be most appreciative of any information leading to its recovery.

Jack Haip has found that shooting crows in Europe doesn't

always pay off. It seems that these birds which at home are regarded as pests over here are often found as pets. Next time Jack, call to them and if they answer back don't shoot.

The season for roughing it came with the end of June. This year's deployment, in contrast with those of other years, enjoyed some very excellent weather. For many, much of the time was spent walking, exploring the area around our home away from home. There even sprang up, probably as a result of the modern trend to gangs, a small group which one may call the "Sling Shooters". Their trade marks very appropriately were catapults, however with one very strange exception no broken windows. I wonder Jock, could this have been due to excellent marksmanship or vice versa?

Of late 444 brown baggers have been keeping Br'er Stork quite busy as is evidenced by the number of young Cecilists that have arrived. Congratulations are in order for the following births to:

|                     |        |                      |        |
|---------------------|--------|----------------------|--------|
| F/L & Mrs. Violette | a boy  | F/O & Mrs. Johnson   | a girl |
| F/L & Mrs. Randall  | a boy  | LAC & Mrs. Jensen    | a boy  |
| F/O & Mrs. Joyce    | a girl | LAC & Mrs. George    | a boy  |
| F/O & Mrs. Cook     | a boy  | LAC & Mrs. Mainville | a boy  |

Last but not least Cecil welcomed back S/L Spurr and F/O Dargent on their return from Leeuwarden. S/L Spurr was Detachment Commander of the 1 Air Division Gunnery Team participating in the Aircen Gunnery Competition and F/O Dargent was one of the members of the team. This year's team put up the best show of any previous Air Division team but were unable to retain the Guynemer Trophy missing it by only 43 points. It is without question that congratulations are in order, for this year's aggregate score exceeded last year's, the highest to that time, by 170 points.

As a parting suggestion when you drive do not attempt a sonic boom for even aircraft are restricted in this matter. See you all next month.

# Time is Money

...save both at... **MY BANK**



You'll like Saving at the

## BANK OF MONTREAL

*Canada's First Bank*

Baden, Soellingen Branch: H. H. ROBERTSON, Manager



# L. GERSTENMAIER

VW-WHOLESALE TRADE

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

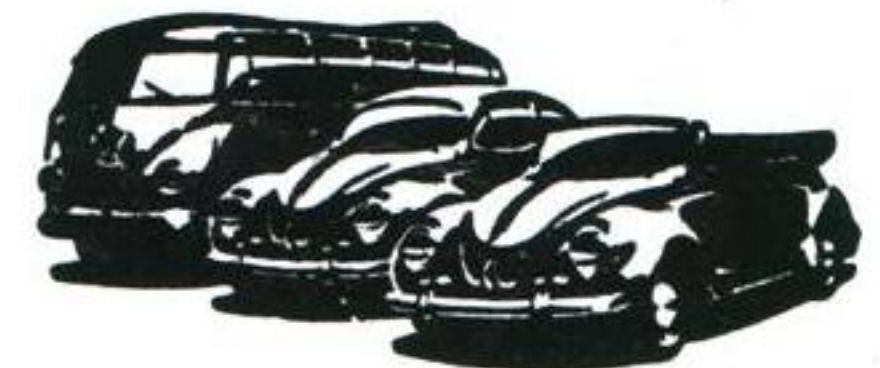
SALES · SERVICE · PARTS

PORSCHE

JAGDHAUSSTRASSE 1 **BADEN-BADEN** PHONE 49 33-34

ON HIGHWAY 3 **SINZHEIM** PHONE STEINBACH 526

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



# Telecommunications Section 1962



Front Row, Left to Right:

LAW HP Labonte (ComOp), Sgt LJ Brooks (ComOp), Sgt FJ Howlett (GCA), FS EC Jackson (ComAir), F/O AO Manson (MaintTelO), F/L RF Jones (WTelO), FS JR Delcellier (Project NCO), Sgt DS Peters (ComAir), Sgt CP Wood (ComGnd), Sgt RR Scharfe (GCA).

Centre Row:

Cpl V Cletheroe (PBX), LAW DM Grandmason (ComOp), LAC GS Glowczeski (ComGnd), LAC D Santo (TgTech), LAC G Pageot (ComOp), LAC JLR Beaulieu (ComOp), Cpl JGG Francoeur (ComAir), Cpl GE Coffey (ComGnd), Cpl JB Connors (TgTech), Cpl JM Shaw (ComAir), LAC SH Prime (ComAir), LAC JR Mageau (ComOp), Cpl GD Stow (ComOp), LAW EG Taft (PBX).

Back Row:

LAC H Latreille (ComOp), Cpl IW Scott (ComAir), LAC RG Green (ComAir), Cpl KC Draper (ComAir), LAC KH Newman (ComAir), LAC DC Cole (ComAir), Cpl GT Kilmer (GCA), Cpl AH Hildebrand (GCA), LAC KRD Halbert (ComAir), Cpl TA May (GCA), LAC RV Johnston (ComGnd), Cpl RJ Gallagher (ComAir), LAW MJ Wilson (ComOp), LAC CF Stiven (ComAir), Cpl JAGC Lachance (ComOp).

Missing:

Cpl GM Roddick (ComAir), LAC WTD Jamison (GCA), LAC KL Reno, LAC DJ Dyer, Cpl LG Cheese, Cpl AJ Hall, LAC DE Claggett, LAC CS Fitzherbert, LAC KR Stanzell, LAC RP Beaulieu, all from Com Grnd. Cpl JW Don, and LAC CG Chenier from Com Cen.

## TELECOM TIDBITS

by Hal and George

This picture of the Telecom section, taken on the 14 June 62 in front of Building number 9 was presented to F/L RF Jones as a memento of his stay at number 4 (F) Wing Baden-Soellingen, Germany.

To show their appreciation to the entire wing the telecom personnel submit the above photo. It is the first group photo of this section in seven years but our thanks go to you who have kept the communication equipment in one piece long enough to allow the photo possible.

It has been hard to "Keep up with the Joneses", in the past years but last Fri 15 at the Gasthaus Blume it was impossible. Our section, united as one, joined in spirit and thought to show our feeling at losing our boss, and great sincerity went into the presentation of a mug to Mr. Jones, a glass "drinking" boot to Mrs. Jones, a plaque, and for a clincher they received "the sledge hammer", may it be used to good advantage in Ottawa.

Even though our Boss has been on the spot for four years the spot prizes were awarded to Sgt and Mrs. Fred Howlett for the first dance and Ken Halbert, who did such a delightful **twist** with Mrs. Don Claggett just before collapsing on The Spot to capture the second prize. As per Para 3-19-00-00 our party terminated at 0100 hours.

F/L RF Jones and family have now departed the wing. A sad loss to the telecom section. F/L and Mrs. Jones will be very much missed by many people here at the wing. In the



F/L and Mrs. Jones receive Presentations

four years they were stationed here they not only renewed old acquaintances but also sparked many new ones which will last for years. Any one of you readers that knew them will I'm sure, join with the telecom section in saying — not goodbye but "Aufwiedersehen" and God bless you and yours in the years to come.

# Maintenance notebook

Sgt Lagrow, Cpl McCoy



F/L Jones

LAC Fitzherbert

LAC CS Fitzherbert ("Fitz") has also departed. This lucky fellow will be making Torbay his new home. Happy landings Fitz and from Telecom goes the hope that you will succeed in everyone of your undertakings.

Saturday the 23 day of June 1962, for most people was just another day but for Doreen Bacon and Pat Grandmason it was THE DAY. Yes Doreen and Pat are now happily married and off on their honeymoon. It was one of the nicest weddings this station has seen. Miss Bacon wore a floor length brocade gown and carried a cluster of carnations and lilies. Bridesmaids were: Eleanor "Taffy" Taft, June Christie and Robin Jones. Mr. Robert Jones gave the bride away reluctantly I might add as Doreen and the Jones have become very close in the last 3 years. A reception and dance with Johnny Fiegel and his group supplying music was held in the Social Centre with many friends attending.

Weddings in our section are becoming quite numerous. Soon no single men will be left. On July 7 1962, Cpl. J. "Mike" Shaw was wedded to Miss Anne Marie Wisskirchen of Baden-Oos. At the writing time of this article no pix or information was available to pass on to you the reader.

On to the lighter side of things.

Mary Wilson has a new car and as a result is spending her leave in her tent at Rotenfels. Happy camping Mary.

LAC "Terry" Chenier is once again on the Wing having returned from a stint of TD in Canada. Congratulations on passing your course.

Well the pictures of the party and the section as a whole pretty well tell a story of their own so on that note I think I will close so that I can get this into the Flieger Editors before the deadline. These deadlines are some tough to meet when you are waiting for pictures to include in your article but somehow the section scribes around the station manage to flood the editors' office with material at the last possible moment. I think the editors deserve a very big thank you for the work that they put into our station magazine and so I am taking the liberty of speaking for all the scribes and the readers and saying "Thank you for a job very well done".

Until next month when I'll be back again (I hope).

Adios, Ken

Our submission this month, though small, will at least be representative.

With many people in Belgium and Sardinia we are having a hard time to scratch up interesting news.

We would like to congratulate those personnel who supported Sabre Salvo this year. Although the RCAF came off second best in the trophy shoot their final score was their highest yet and just a scant 2 score points behind the RAF.

Now that the camping season has started some of the more amusing stories are starting to filter through. The latest, a certain WO1 from Wing Maintenance mistakenly used an unlabeled bottle of detergent instead of cooking oil to fry his hamburgers in while attempting to display his culinary art.

Strong rumour has it that LAC Cameron will have "Taffy" here longer than she anticipated. Congratulations to Cpl "Art" Gogan on the arrival of his new boy. Art said he will have him delivering papers next month.

The activities around the combined sections of Engine Bay, Tire Bay and "T" Bird Maintenance, centre around the current camping season and the preparations for going home. Danny Boone will be leaving us soon and our best wishes go with him. Sgt "Al" Silcox has been caught up in the whirl of getting ready. One would almost think they said 90 minutes instead of 90 days Al. If Tiny tries to embark on the Yukon with that beard they may suspect a highjacking effort on Castro's behalf.

With most of the camping platz now open, the noon hour activity in the engine bay is something to behold, with the lights Chuck Kingsbury has constructed for his tent, he will have a lost Sabre or two landing at his front door thinking they have homed in on the beacon. Morins' ready portable combination stove and kitchen cupboard should be patented. Every home should have one. Hear "Ed" Barkley has been spending his week ends at the Platz. Is it the Bikinis or the outdoor living you enjoy most Ed?

In closing on behalf of all the fellows over this way, a hearty well done to the organizers of the last Wing Maintenance party. A real fine "Do" that was enjoyed by all.



**PEUGEOT**



**Auto-Göhler - Rastatt - Kehler Straße 14**

(BP-Service)

Short-Term Delivery of all Models

**Sport**  
**ERTEL**  
Rastatt, Kaiserstr. 26  
Baden-Baden,  
Gernsbacher Str. 22  
across Löwenbräu

**Real outdoor comfort with Messenger and Elesco cottage-tents**

|                          |               |            |                |                           |
|--------------------------|---------------|------------|----------------|---------------------------|
| Castell Junior           | for 2-3 pers. | . DM 249,- | Sleepingbags   | from DM 93,- to DM 32,50  |
| Riviera 251              | for 4-5 pers. | . DM 485,- | Camp-cots      | from DM 62,- to DM 34,50  |
| Riviera 562              | for 5-6 pers. | . DM 645,- | Air-matressess | from DM 49,50 to DM 29,75 |
| Capri-Familiale with two |               |            | Propan-stoves  | from DM 96,- to DM 53,50  |
| inner-tents              | for 6 pers.   | . DM 750,- |                |                           |

# Workshops Quips

by Chuck Thornhill

It seems that the irregularity of the article Workshop Quips has become a habit, but please bear with us as we are a small section and we will try our best to have an article for you periodically, with a bit of news and humour.

So, before we say goodbyes, we will welcome two new members to Workshops. LAC Bob Debling calls Toronto his home and came to 4 Wing in May. He is a Metal Hacker by trade and his previous station was Downsview. From the way he has been talking one could assume that wedding bells will chime for him and his bride to be in the following year. LAC Ian Crighton is a Refinisher by trade and has been within Air Division for almost a year. Ian was stationed at 3 Wing before his arrival here at 4 Wing a couple of months ago. After having a taste of both the Wings he will not say which he prefers but he says that 4 Wing does have lots to offer. To both Bob and Ian we of Workshops pass on our welcome and we hope that your stay here at 4 Wing will be most enjoyable.



LAC Debling

LAC Crighton

LAC Malcolm (Slim) MacLeod departed for home in June. On the 2 June we had a "Going Away Party" for Malcolm where all of us had a wonderful time. Malcolm gave a farewell speech which proved to be humorous and interesting. We were honored with the attendance of W/C and Mrs. Walker.

LAC Rudy Last (our Dutchman) and family will depart for home in the near future. Rudy and his family, after completing a four year tour in Europe are anxious to set foot on Canadian soil.

With the departure of Rudy and Malcolm we are losing good men but it is said our loss is another station's gain. So, Rudy and Malcolm, we'll see you along the trail. It's a small world.

Holiday time again and we of Workshops are heading for spots all over Europe; Spain, Italy, England, Scotland. No matter which way you travel, enjoy yourself. Ted and Bob — we will be expecting some exciting yarns of your travels through Spain and areas, so let us know how it was.

While reading the Readers Digest I came upon a speech concerning the TWIST, that latest dance of a man trying to scratch his back and having nothing to do it with.

"Twist is creating an interesting phenomenon; clothes are being worn out from the inside."

And now we have a Quip: Drive in theatre: Where a guy turns off his ignition so he can try out his clutch.



by Mary & Joyce

This month Soellingen Sally wishes to extend a warm welcome to Mame Aiken who joined the to Orderly Room staff from Trenton. The medical staff is still multiplying with 3 newcomers this month; Peggy Watson from Lac St. Denis, Velma Anderson from Cold Lake and Evelyn Johnson from 2 Wing. Holly Siebel has joined the Operations staff from a few months from 3 Wing.

Since a certain 3 Wing Sgd, has arrived for a short vacation, Soellingen Sally also wishes your stay a joyful one, and really boys, 4 Wing isn't so bad!!!

Joyce and Dianne took a week off from work and toured Holland, Belgium and Luxembourg. No serious injuries resulted and although the roads were rough in places, scooters were good guides.

The long week-end in June started out with a few of us girls going to Holland; Hazel, Mame, Marg and Mary's mark 1 and 2. The dutch glasses don't hold up with too much Prosting.

Edith and Mona visited relatives in Northern Germany over the week-end. A good time was reported.

Our soft ball is still in the highlights, making our usual good progress, never winning but always trying and more determined each game.

Track meets usually call for athletes, however, 4 wing entries consisted of a few crippled volunteers this year. At least girls you had the gumption to enter and represent the wing. June got a third in the high jump and Joyce a fourth in the Shot Put. However, speedy Marina has a tricky ankle and Judy's one foot wouldn't work properly.

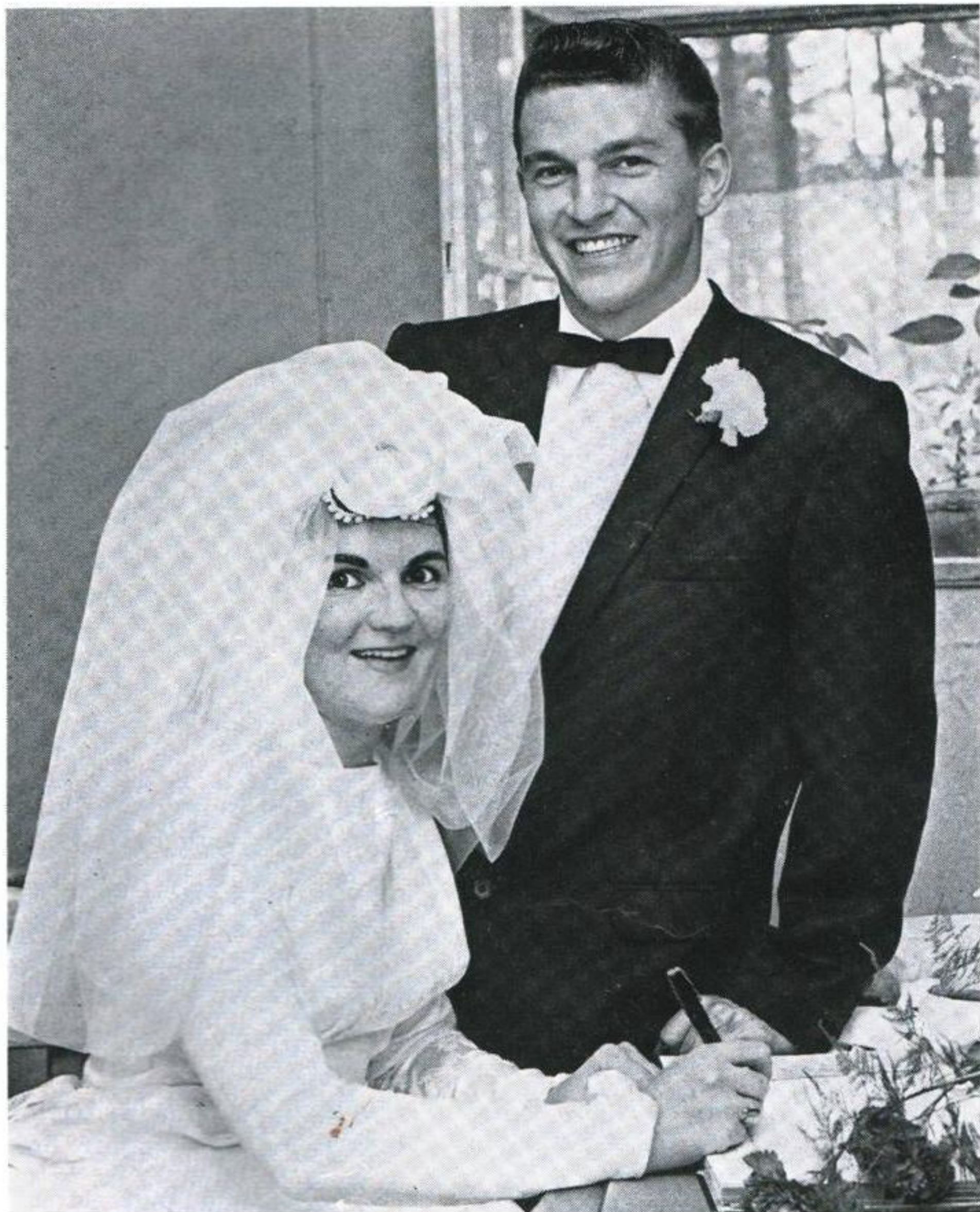
Doreen and Pat gave up their freedom the 23 June. It seemed as though many of the guests just got back from Hawaii as they were all eating pineapples. News has it that the happy couple went to Switzerland on their honeymoon.

There is nothing to report in Lounge activities, however, the best bar tender we ever had got fired. The position is now open for applicants. Barber poles will be set up shortly.

Andrea has her tent set up again this year. She is really enjoying this life of loafing in the sun. It seems as though she has passed the fever on to mark II and June. They just bought a new home and had a tent warming last week. Fourteen guests were present for supper; "Chow was delicious".

Flo, Kitty and F/O Patterson spent a few days in the hospital this month. They say the hospitality is great.

Well, folks, this being all the gossip for this month, we shall say "so-long" and here's hoping that the next time the girls go to the hair dressers, they learn to speak better "Deutch".



Doreen & Pat Grandmason



Annette & Tom Herbert

## GIRL GUIDES OF CANADA

### 1st AIR RANGER FLIGHT EUROPE

On May 23rd, the Rangers of the 1st Air Ranger Flight were hosts to 7 German Rangers from Baden-Baden. An indoor campfire was held and the walls of the Ranger Den fairly shook at the sound of the robust singing. After the campfire the Rangers visited the Soellingen Swingers Square Dance Club. After this the Snack Bar was invaded by the German and Canadian Rangers where great quantities of hamburgers, chips and cokes were consumed. Each German Ranger was presented with a Canadian Friendship pin. Mrs. Willie, the DC and Mrs. Sabey, the DG, were both guests at the meeting.

On June 22nd, a Farewell supper was held at the Gasthaus Engel, Bühlertal, in honour of 5 Rangers — Lorraine Murray, Shan Gale, Lesley Hockley, Sandra Warrilow and Dianne Dunning — who are all returning to the land of the Beaver and Maple Leaf. After the meal a vote of thanks was extended to our Den Mother, Mrs. Marjorie Cawood, for her help during the last year. Our thanks also to Mr. Don Ross, Mr. Ron Cawood and Mr. Spike Kelly for the use of their cars (and driving Skill) without which the Rangers would have

had an awful lot of "foot slogging" during the past year. Due to the repat of the 5 Rangers we now have vacancies for six more recruits. To qualify for the Air Rangers, Girls must be between the ages of 15 and 21, and be interested in indoor and outdoor activities. Remember we can only take six new girls so get your name in now to our Captain, Mrs. Pearl Kelly,



German and Canadian Air Rangers Meet at Soellingen

## GENERALS MOTORS PRODUCTS - REKORD - CARAVAN - KAPITÄN

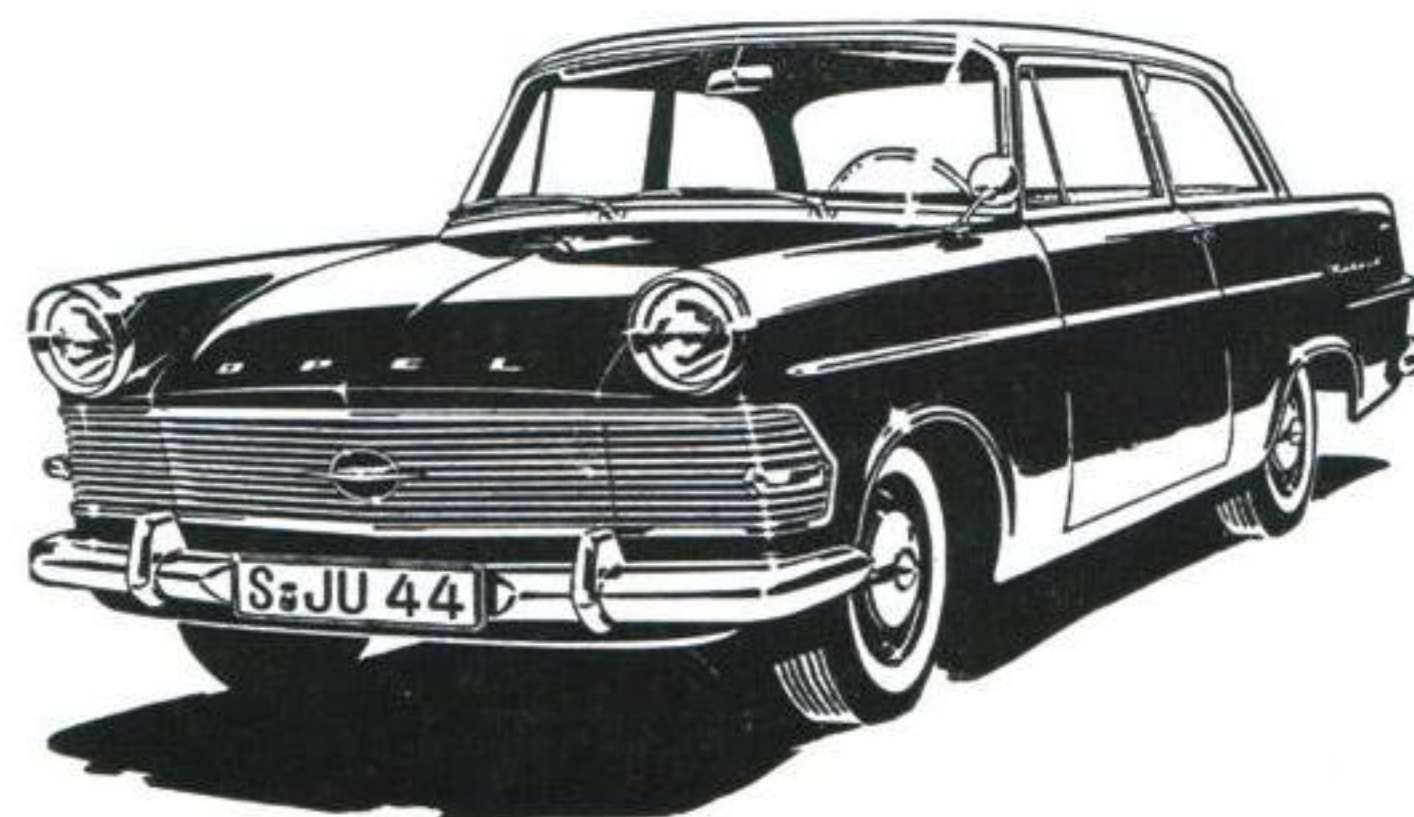
We have many good used automobiles at reasonable prices. Financing available

### AUTO-FÜTTERER · RASTATT

OPEL-GARAGE KARLSRUHER STRASSE 4

(Just past the railroad station)

Good Service and Repairs for all Opel cars. Tel. 24 29 - 31 00



# Sports and RECREATION

## SWIMMING NEWS

The average boy and girl want to swim so that he can enjoy it as a recreational activity. Swimming is not only an enjoyable form of recreation but also a wholesome form of exercise. It is our responsibility as parents to ensure that our children have the opportunity to learn and become proficient swimmers.

Good swimming is based upon good instruction. We of 4 Wing are indeed fortunate to have at our disposal a programme under the guidance of a corps of excellent Instructors.

### THE PROGRAMME

It is planned again this year to provide a programme of swimming and water safety for the several hundred children of 4 (F) Wing service personnel. Two 4 week courses have been arranged so that the majority of children will have an opportunity to take part. Two hundred and seventy three dependents have enrolled in the July classes. Anyone wishing to enroll for the August classes is requested to contact the recreation centre. (65)

Adult classes will resume this fall. Our Instructors boast that over 120 adults have learned or increased their ability to swim since last September. We hope to double that figure by this time next year. If you are one of those people who say "I'd love to learn but I'm terrified of the water" then give our Instructors a chance to take away those fears. If you are truly interested we can teach you to swim in 10 lessons.



Front Row L to R: Mrs. Kay Forder, Lesley Hockley, Diane Plumridge, Jackie Campbell, Shan Gale, Cliff McKercher.  
Back Row L to R: Bill Lambert, Norum Nayha, Len Brooks, Warren Kane, Chuch Stiven, Bob Wiggins.

### MEET YOUR INSTRUCTORS

The above picture portrays some of the instructors that will guide your children this summer in their swimming efforts. These Instructors have been taught the swimming skills and teaching techniques and are eager to pass on their knowledge to you and your children.



Front Row L to R: Pam Bockham, Shan Gale, Pat Collet, Marylin Mackey, Lesley Hockley, Sharon Manion.

Back Row L to R: Instructor Norum Nayha, Bill Lambert, Victor Dubois, Warren Kane, Ben Dennis, Merv Sabey, Instructor Bob Wiggins.

Missing candidates (Diane Dunning, Kim Proulx) Cpl Blackett.

### PROOF OF OUR EFFORTS

Congratulations are in order for the fine efforts of the above group. These individuals recently completed their Bronze Medallion Award under the guidance and Instruction of Cpl "Bob" Wiggins and LAC Norm Nayha.

The Bronze Medallion is a life saving award given to a candidate by the Royal Life Saving Society, after he has successfully completed a number of swimming and life saving skills.

We of the Life Guard Corps would like to introduce you to a new but very active member of the Corps. Her name is Kay Forder. She is the lovely wife of Cpl Forder from our Supply Section.

Kay could not swim a stroke four years ago and today she not only is a Red Cross Swimming Instructor but is also the holder of the Award of Merit badge (a life saving award). Kay has been instructing the adult beginner and Junior classes this past winter and has done a fine job. We would like to thank you Kay and keep up the good work.

### POOL SCHEDULE FOR JULY AND AUGUST

|                                      |           |                               |
|--------------------------------------|-----------|-------------------------------|
| Week Days:                           | 0900-1200 | Instruction                   |
|                                      | 1200-1300 | Casual Swimming (Adults Only) |
|                                      | 1300-1700 | Casual Swimming               |
|                                      | 1800-2100 | Casual Swimming               |
| Saturdays:                           | 0900-1700 | Casual Swimming               |
| Sundays:                             | 1300-2100 | Casual Swimming               |
| (This Schedule is subject to change) |           |                               |

**Metzgerei Wild · Huegelsheim**

and in PMQ Shops

First Quality in Meats and Sausages

Delivery to the Officer's Mess and other Institutes

Rail Tickets Air Passages

Boat Reservations Conducted Tours

Apply to

**TRAVEL BUREAU REISEBURO BADEN-BADEN**

Apply to our service in block 6, local 3





# Soccer News

After the rather hectic winter season the 4 (F) Wing Soccer Club is now in the summer doldrums, no games have been played since the last issue of the Flieger but two games are in the offing, one with the French Airforce at Baden-Baden and one with our old friends the Kehl customs Police. All the trophies and crests have been issued to the boys who are now patiently waiting to get at it again in the fall. Anyone interested in playing Soccer for the Wing should get in touch with LAC Ed Okell or LAC Jim Lowther both at local 159.



Jim Lowther



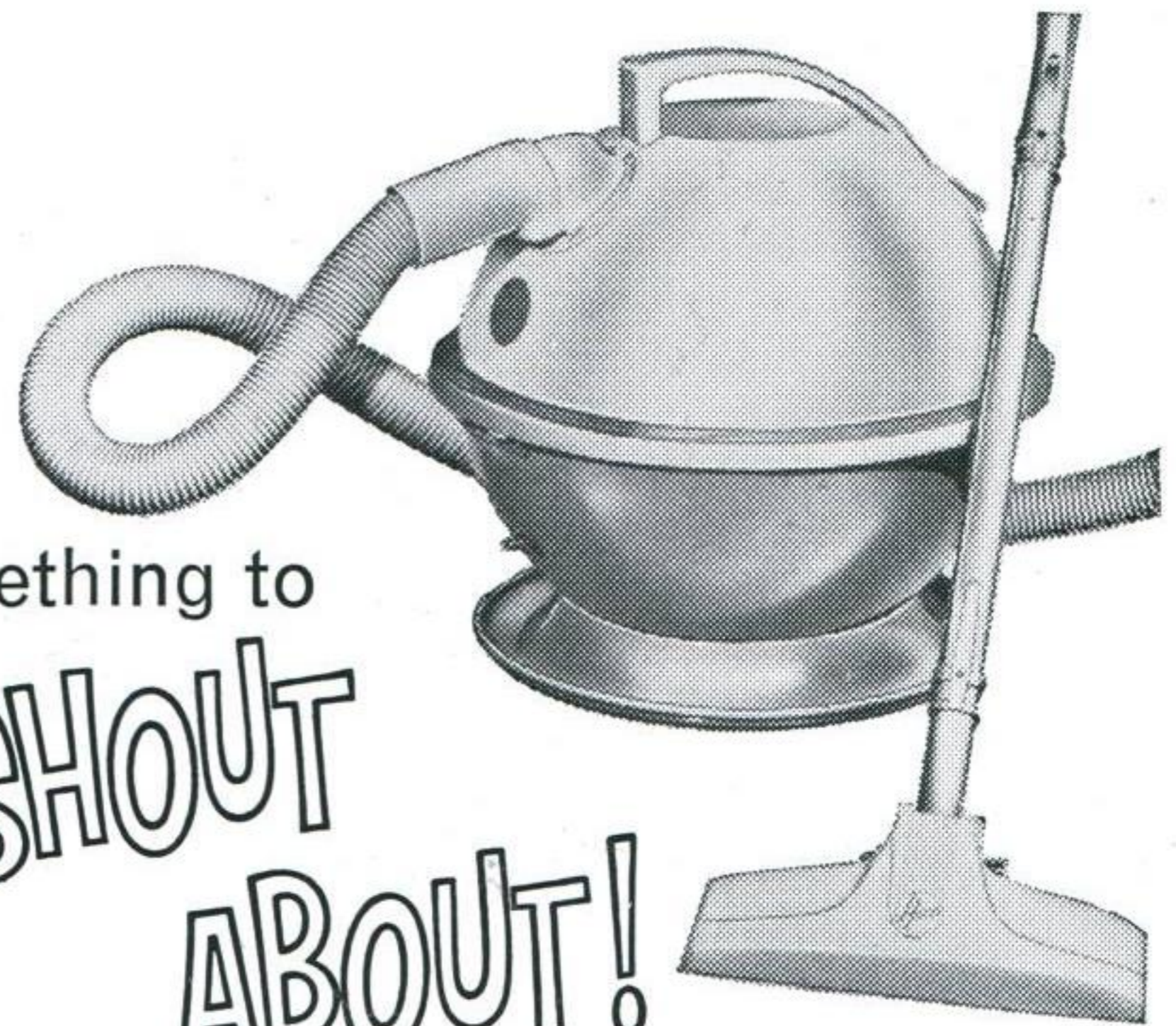
Gordy Hunter

## Gordy Hunter

"Murdoch Gordon Hunter" was the rather resounding title given to a young fellow who first saw the light of day in Glasgow in 1936. "Gordy" as we all know him, has travelled a long way and played a great deal of soccer since then. He says he can't remember when he first started to play soccer but that he distinctly remembers kicking his mother when he was 2 1/2 years old; so perhaps that should be classified as his first attempt. His family moved to Alloa whilst he was still very young and it was there that he played his first organised soccer for the Junior School. On attaining the ripe old age of eleven he attended the Alloa academy where the official school sports were Rugby and Cricket, so soccer had to be relegated to a spare time sport. He emigrated to Canada in 1953 and immediately took up soccer again, playing for Woodstock in the southern Ontario, London area, league. 1954 saw him in the RCAF, still playing for Woodstock on the weekend and 6 RD Trenton during the week. When the 6 RD team folded he played for station Trenton until he was transferred to 4 (F) Wing in 1958. Here he has filled the right Wing position quite steadily for the last three years or so. His cross field passing and accurate shooting are the outstanding points of his good all round play. We shall miss Gordy when he returns to Canada in the Fall.

## Jim Lowther

Away in the dim distant past of 1921, without any earth shattering report or international incident, Jim Lowther was born in Winnipeg (I'm told that's some place out west). Jim is very reticent about his early days, merely mentioning that he played Soccer at School during the years 1934-1935 which proves that he went to school for at least one year. He further states that he joined the RCAF in 1940. What happened between the years 1935-40 remains a mystery. Perhaps he is a master on the pool table or the Darts board. 1940-45 saw him in the RCAF, still not playing soccer, although he states he was always interested in sports of all kinds especially if he could watch them on Television with his old pipe in mouth and a cool jug at hand. In 1945 like millions of others he returned to civilian life and to Jim that meant Winnipeg (where is that Place?). Ten years of driving transit and he called it a day. Fed up with working for a living he re-joined the RCAF in 1957 and was subsequently transferred to 4 (F) Wing. In August 1961, minor hockey's loss was four Wing Soccer Club's gain when it acquired the services of Jim Lowther as manager. Jim has been a stalwart supporter, go between, Jack of all trades and father confessor to the Team and Club as a whole. He has also been responsible for the "Keeping of the cash Books" and "the collecting of the funds". The latter is never a popular job and is made even more difficult of course when there are members from the land of the haggis to contend with. Jim is always to be seen on the touch line, grim faced, pipe in mouth, first aid box in one hand and bundles of Chewing gum in the other. He is not **always** grim faced. It is even rumoured that on occasions he smiles! I know I speak for the whole Club when I say - "Thanks Jim for being a Gem of a Manager".



something to

# SHOUT ABOUT!



see  
the Hoover  
Constellation  
at your PX

## THE NEW HOOVER CONSTELLATION

Here's a brand new Hoover Constellation Cleaner at a fantastically low price. And it's not only the price that makes it the most exciting modern cleaner on the market! The Constellation floats on air. Smoothest, most manoeuvrable action. Extra-powerful suction removes every particle of dirt. And the exclusive Hoover double-stretch hose and complete set of cleaning tools mean thorough cleaning in record time.



## Recommended Library Reading

### THE SILENT WAR — Allard Martens

This is the story of the great fight of the Dutch Resistance. The author attempts to give a cross-section of the activities of the Movement and also his own first hand observations on the Battle of Arnhem. The Martens family watched the bright parachutes of the Allies dropping through the air to the sound of the waiting German guns, and sheltered the Arnhem refugees. Allard Martens gives a very vivid picture of what it was like in Holland during the German occupation; the paralysis of transport, the starvation, the mass deportations and arrests, the gas ovens and the gallows. But in spite of terrible reprisals the Dutch Resistance derailed trains, seized food cards, organised escape routes for Allied soldiers. Young mothers used their prams to transport Sten guns, girls distributed the illegal newspapers that helped to keep the spirit of the country alive. This is a moving account of individuals and of a country determined not to admit defeat.

### KARAKORAM — Fosco Maraini

A very personal account of the Italian Alpine Club's successful expedition in 1958 to the 26,000-ft. Mt. Gasherbrum IV (also known as K3), a hitherto unclimbed peak in the Karakoram. But the book is something more than the physical account of an arduous climb. Maraini is as much concerned with the inhabitants of the area, their religions and origins and with the history of the fantastically majestic mountain ranges through which is expedition passed. But above all the book is a portrait of his own team, of personalities living together in danger and extreme difficulty, of their reactions to one another and their surroundings. He describes the sense of terror one feels at night in high altitudes, the continual danger from the rumbling avalanches, the beauty of the tents as they become illuminated by the sun amid towering rocks and ice. And all this is complemented by his own superlative photographs — 108 of them, in colour and black and white.

### THE CHESS PLAYERS — Frances Parkinson Keyes

Paul Morphy was the scion of two outstanding Creole families. His paternal grandfather, Diego Morphy, had been Spanish Consul, first in Charleston and then in New Orleans; his maternal grandfather Joseph Le Carpentier, commonly called the "double-tongued", was a successful French auctioneer. On the condition that Le Carpentier would build a house suitable for a superb bridal residence and that his daughter, the beautiful Telcide, should be provided with a fantastic dowry, Don Diego gave his consent to an alliance between her and his son Alonzo. It was a step down, socially, for the Morphys, but Don Diego felt there were compensations, especially as he and Joseph Le Carpentier had long had a common bond in their love of chess; closer ties would facilitate more and more frequent games. It even began to look as if friendly contests would continue in the next generation, for both Alonzo and Ernesto, his elder brother, were also fast becoming chess devotees and experts. It did not occur to the match-makers, however, that one of their grandsons would become the greatest chess player of all time. Yet, Paul was only ten years old when he showed his father how to defeat his uncle and, from then on, one dazzling triumph succeeded another, while only his love for his sweetheart seemed ill-starred. It was after he had come to consider himself a failure on this account that his supreme opportunity came, as a Confederate agent in Paris.



*Interior view of the sprite.*

(Trailers continued)

Keep your weights over or forward of the wheels and low.

When ordering your trailer check regarding whether it has automatic brakes. Most European trailers have a simple but effective system whereby when the car is slowed down, the slight extra forward movement of the trailer on the hitch causes its own brakes to be automatically applied.

With regard to routes, avoid very narrow roads and those with encroaching bushes and branches. Narrow roads make it difficult for you to pass slower moving traffic, and protruding branches can quickly scratch and make a mess of your trailer's coachwork.

Some countries have speed limits for trailers. In England it is 30 mph, in Germany it is 50 mph. Fifty miles per hour is a good maximum speed to observe even where there is a higher legal limit.

When backing up, BE CAREFUL! Check what is behind the trailer, and move slowly because there is an inherent tendency to jack-knife. Remember the rule: if you want to back up and turn left, turn your steering wheel to the right, and vice versa.

### Back to Canada

Having bought a trailer and had a great deal of pleasure with it, personnel like to take it back to Canada with them. Generally speaking, it is a worthwhile proposition. Your \$945 trailer here costs \$1500-\$2000 in Canada. Incidentally when comparing European and North American trailers, remember that European trailer lengths are for the "box" only. North American trailer lengths are from extreme, to extreme i.e. hitch to the end of the signal lights. Thus a 13 ft. North American trailer may be only equivalent to a 10 ft. European trailer. Shipping costs from Le Havre are according to cubic measurement — \$12.50 per cubic meter. At this rate a 1400 lb trailer will cost, inclusive of insurance, \$160-190. You still save about \$350-850 on the Canadian price.

The decision whether to buy a trailer is a very personal one. Many people wouldn't be without one, in fact could not afford to travel if they didn't have one. Others dislike them, mainly because of the towing angle. It is suggested that before buying a trailer you rent one (friends, neighbors or other personnel on the Wing will often rent you one for \$20-25 for a week), and take a small trip with it. Don't be too ambitious at the start. This will allow you to try it out from many angles and help you reach a carefully considered decision.

If you want more information on trailers have a talk with someone who owns one. If you don't know anybody, F/L Gummeson, SNDO, will be glad to answer any questions.

**EMBORG**

**2**  
Sirloin Steaks

PRODUCT OF  
Dankmark

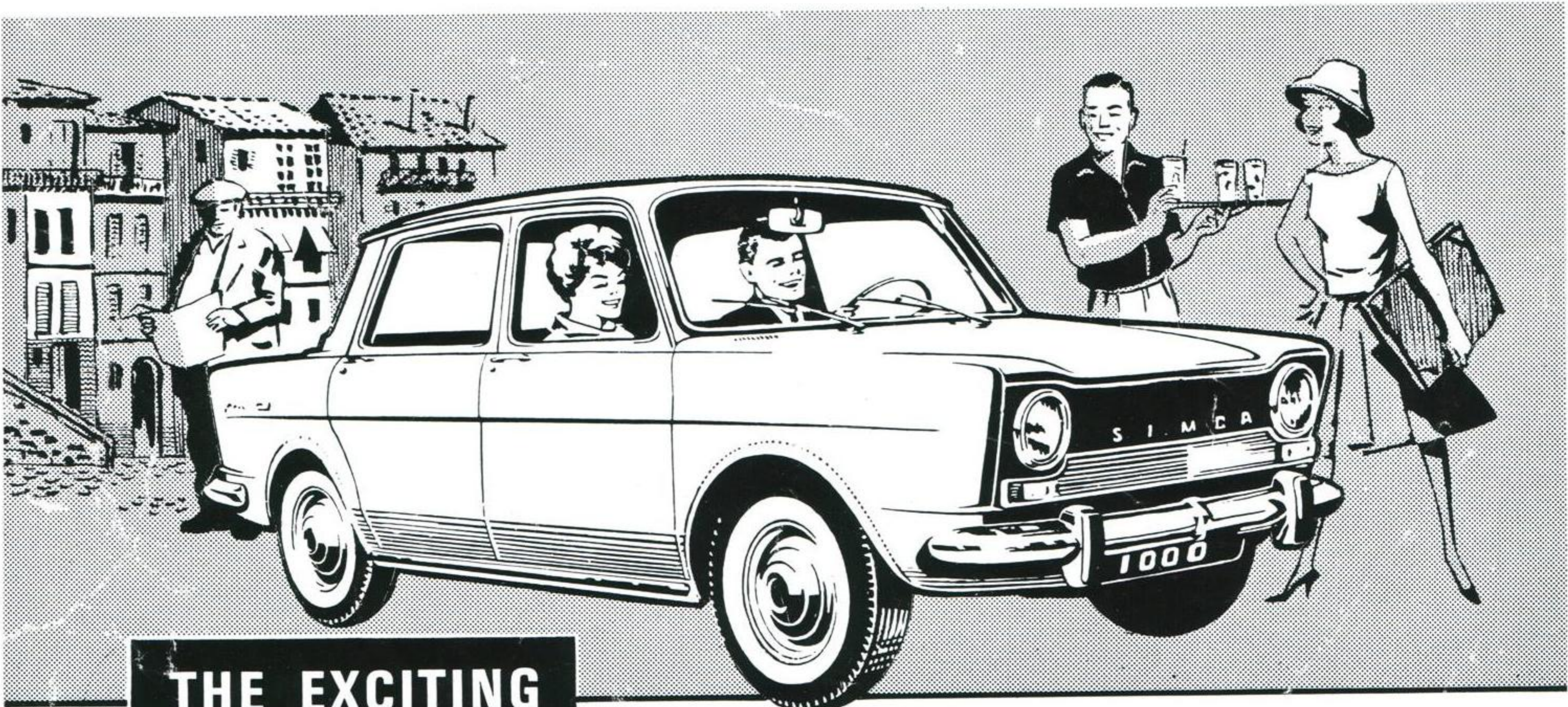
**EMBORG fresh frozen meat!**

**EMBORG**

**2**  
Fillet Steaks  
(Rib Eye)

PRODUCT OF  
Dankmark

**-keeps fresher longer...**



**THE EXCITING**  
**simca**  
**1000**

**SUCCESS IS THE WORD**  
*for this brilliant new addition to the European scene!*

Big ONLY on the inside... the SIMCA 1000 seats four in stretch-out ease, with an overall length of only 149 inches! • Rear-mounted 45 HP engine with 5-bearing crankshaft.

Contact the SIMCA INC. direct representative  
**ALBERT SAPIEL**  
2 Place Saint-Antoine  
Cronenbourg  
Strasbourg

**SPECIAL TO MILITARY ONLY**  
**\$1080\***  
ONLY \$100 DOWN • 30 MONTHS TO PAY

\*U.S. dollars, ex factory  
**SIMCA INC. 74 bis RUE LAURISTON • PARIS 16 • TEL. KLEber 31-89**

Approved

Elizabeth R



J. D. Hutton-Armstrong

Clarenceux King of Arms  
and Inspector of Royal  
Canadian Air Force Badges

College of Arms  
March, 1961.