

4 (F) WING (RCAF)

# Schwarzwald Flieger

*Cpe Alstet*



VOLUME X • JUNE 1963 • NUMBER 6

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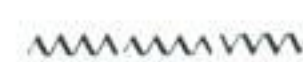
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ENGLISH SPOKEN! ON PARLE FRANÇAIS!

# The "Hugelsheim Express"



## Cover Story

The "Hugelsheim Express", or as the villagers call it, "S' Bimmel-Bahnle", which means in plain English, the little dingdong railway, is exactly that. Other names for it, their famous little train, are "Der Entenkopfer" which means "duck-killer", "Hasenkopfer" and "Rehkopfer", which mean rabbit- and deer-killer respectively.

The route for the "Hugelsheim Express" is from Rastatt to Schwarzach, via Hugelsheim-Sollingen and Stollhofen. The railway took two years to build, and made its first run in 1909. It has continued to run daily since then, even during World Wars I and II. During World War II the French bombed and shelled the "Steaming Flyer", but failed to stop it. Since its inception, it has had only one fatality, even though it passes through the centres of most of the small towns on its route.

Due to the different gauge track, oil-cars bound for the Canadian airbase, are transported on a flat car by this little train. Besides bringing in fuel and other supplies to the station, this "village-flyer" carries the commuters back every morning and evening, except Sundays, to Rastatt.

When pulling into a village, the engineer makes the "little monster" make as much noise as possible, with ball and whistle, so that the tracks will be kept clear as it passes through the centres of the towns.

Even with its good train record, it would find it hard to compete with the CNR or CPR, were it back in Canada.



## Junior School News

Once again the time has rolled around when the PMQ area becomes alive again! Bicycle races, softball games, scraped knees, bruised elbows, etc., all contribute to the wonders of the summer vacation.

The past few months have brought with them many changes. 113 pupils have left 4 Wing Junior since March while only 32 children have arrived from Canada to take their places. We are told however, that many more are on their way!

Examinations has been scheduled from June 10 to June 14 while Report Cards will be issued at 1550 hours on the last day of school — June 27th. Awards Day at the Junior School is planned for the afternoon of June 26th. Awards will be presented to the pupils in each classroom who have attained the "Highest Marks" and shown the "Most Improvement" throughout the year. The teachers' and pupils' choices of the Outstanding Boy-of-the-Year and the Outstanding Girl-of-the-Year award recipients will also be announced.

Registrations for Kindergarten and all grades will be held at the PMQ school on August 19 and 20 from 0900 to 1200 hours and 1300 to 1600 hours each day. The new school year will commence on September 3rd at 0900 hours.

Nine teachers of the Junior School will be returning to Canada this summer — they are Miss Wood, Miss Veale, Miss Purcell, Mrs. Dodds, Miss Bachlet, Miss Gilker, Miss Edney, Miss Jodoin and yours truly. Mr. D. Wright is to be the new Principal of the Junior School. Mr. Wright is from North Vancouver and comes to 4 Wing highly recommended. Miss M. Aldred has been named Vice Principal for the coming year.

I would like to take this opportunity to thank, on behalf of the outgoing teachers, Group Captain J. J. Jordan and the RCAF personnel of 4 Wing, for an excellent two years in Europe. We have enjoyed working for you and with you and trust that the co-operation that you have afforded us will be continued next year. Our sincere thanks from the bottom of our hearts.

So comes to an end another school year in the life of each pupil. In each year it is hoped that the child has been successful in the academic requirements of his grade. Equally as important, it is hoped that the child has achieved an understanding of the problems in the relationships with his fellowmen.

Each child is a kingdom in himself. He must learn to rule his kingdom with cooperation, with keenness, with intelligence and with "thought, word and deed". This development is possible and only possible if the parents understand their children and their children's attributes and problems. A wise environment will develop a wise child.

Auf Wiedersehen

R. A. Dodds



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.  
EDITOR: Flight Lieutenant J. C. Slauenwhite, Assistant Editor: F/L F. J. Armstrong. Advertising Manager: Flight Lieutenant Mitchell  
Assistant to the Editors: Mr. E. W. Burnside. Printed by Erich Pabel, Druck- und Verlagshaus, Rastatt, Germany.

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# Hamburg

"This here — Heidelberg, Rothenburg — that's what they call the 'German Germany'", an American told a newly arrived couple from the States in Heidelberg the other day. Sitting right at the next hotel table, I couldn't help overhearing what he said, and at first, I was a little startled. The 'German Germany'? But, of course, from a foreigner's point of view, he was right. Heidelberg, Rothenburg, these are names which stand for 'romantic, historical Germany' all over the world and which, together with Bavaria and the Rhineland, are probably to be found on every foreign tourist's German itinerary. And rightly so, for South Germany is especially rich in beautiful landscapes and historical landmarks, as every American serviceman stationed in this area knows.

And yet, being a Hamburger (you may not believe it, but most Hamburgers don't know what "Hamburger" means in the States!), being a Hamburger myself, I find it a pity that relatively few Americans take their umbrellas and warm coats and find their way up to North Germany and to Hamburg, West Germany's biggest city and largest port.



The Hamburg townhall, built in 1897, is the seat of the city-state's administration and parliament, called "Senat" "Bürgerschaft"

Hamburg is neither romantic nor does it look very historical (although its beginnings reach back over 1100 years), but it is a very interesting and beautiful city and has a special atmosphere which you will find nowhere else in Germany. This atmosphere is determined by the soberness of the big trading city, but there is also the exciting cosmopolitan flavor of the big harbor in it. This is not a town for taking leisurely walks — except in its spacious parks; everybody seems to be in a hurry and this tempo of life is contagious. The westwind, blowing most of the time — and bringing much rain, too — sometimes carries the fresh smell of the sea into the city and makes you feel homesick for the wide world. In no other

German city do you see so many exotic visitors and hear so many different languages as in Hamburg's downtown section. There are more foreign consulates than in any other city of the world except New York. Throughout its history, Hamburg has turned its face towards the world abroad — indeed, its motto is "Tor zur Welt" (Gateway to the World), and never did it have much to do with the rest of Germany. A nasty and, admittedly very arrogant little anecdote may illustrate this:

Frau Konsul Muller meets Frau Senator Meier. Frau Muller asks how Frau Meier's children are doing. "Thank you", says Frau Meier, "Hans has got a nice position in New York. We were just there, and he is doing fine. And Werner is in Johannesburg now; my brother-in-law looked him up some weeks ago. He seems to be very happy there. But my daughter Ingeborg", — here Frau Meier heaves a deep sigh — "moved to Kassel; who in the world ever gets to Kassel to look her up?" (Just in case anybody from Kassel reads this: no offense meant!)

## "Free and Hanse City"

Hamburg still proudly calls itself "Freie und Hansestadt" (Free and Hanse City), and it is still a little state for itself, one of the Lander of the Federal Republic of Germany. To understand how this came about, we won't do without a little history now, but I promise to make it short.

In the 8th century, there existed a castle in this area which was called "Hammaburg". After Charlemagne conquered the region in 804, Hammaburg soon grew into a centre of Christianizing and of trade. In 831, it became the seat of an archbishop and in 1188, it got the right of holding a market. When the Emperor Friedrich Barbarossa invested the town with important trade privileges (e. g., exemptions from customs) one year later, he thereby laid the foundation for Hamburg's prosperity and independence from the emperor. In the Middle Ages, the city belonged to the Hanse, which was a powerful league of North European trading cities. Since the Reformation, Hamburg has been a primarily Protestant city and became an abode for a great many religious refugees, especially from the Netherlands.

## An Old City Republic

The city-state of Hamburg is an old republic. Its Mayor is the "Prime Minister", the senate is the government and the Burgerschaft or Municipal Council is parliament. Naturally, as in all old republics, in the old times, the Hamburg republic was not a democracy in the modern sense, but rather an oligarchy (a government by a few, in this case by the patrician families), though checked by near-democratic institutions on a lower level. But never was the city reigned over by an absolute monarch or by nobility, and of this the citizens have been proud up to this day. Since 1919, the government has been purely democratic, with the exception of the time of the Hitler regime, of course, which did away with Hamburg's democratic government in 1933; but after 1945, the old state of things was quickly re-established.



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# Ten Times Rebuilt

It would have been a wonder if Hamburg had been spared by the countless wars of European history, although it is true that the city always tried hard to keep out of the struggles. In the 13th century, it was Danish for some time and from 1806 to 1815, French. Throughout its long history, the city was burned down and rebuilt about ten times. The greater part of historical downtown Hamburg was destroyed in the great fire of 1848, and also in World War II both town and harbor were heavily destroyed. Five nights especially, in July 1943, in which 55,000 people died, live on in the citizens' memory as "the catastrophe".

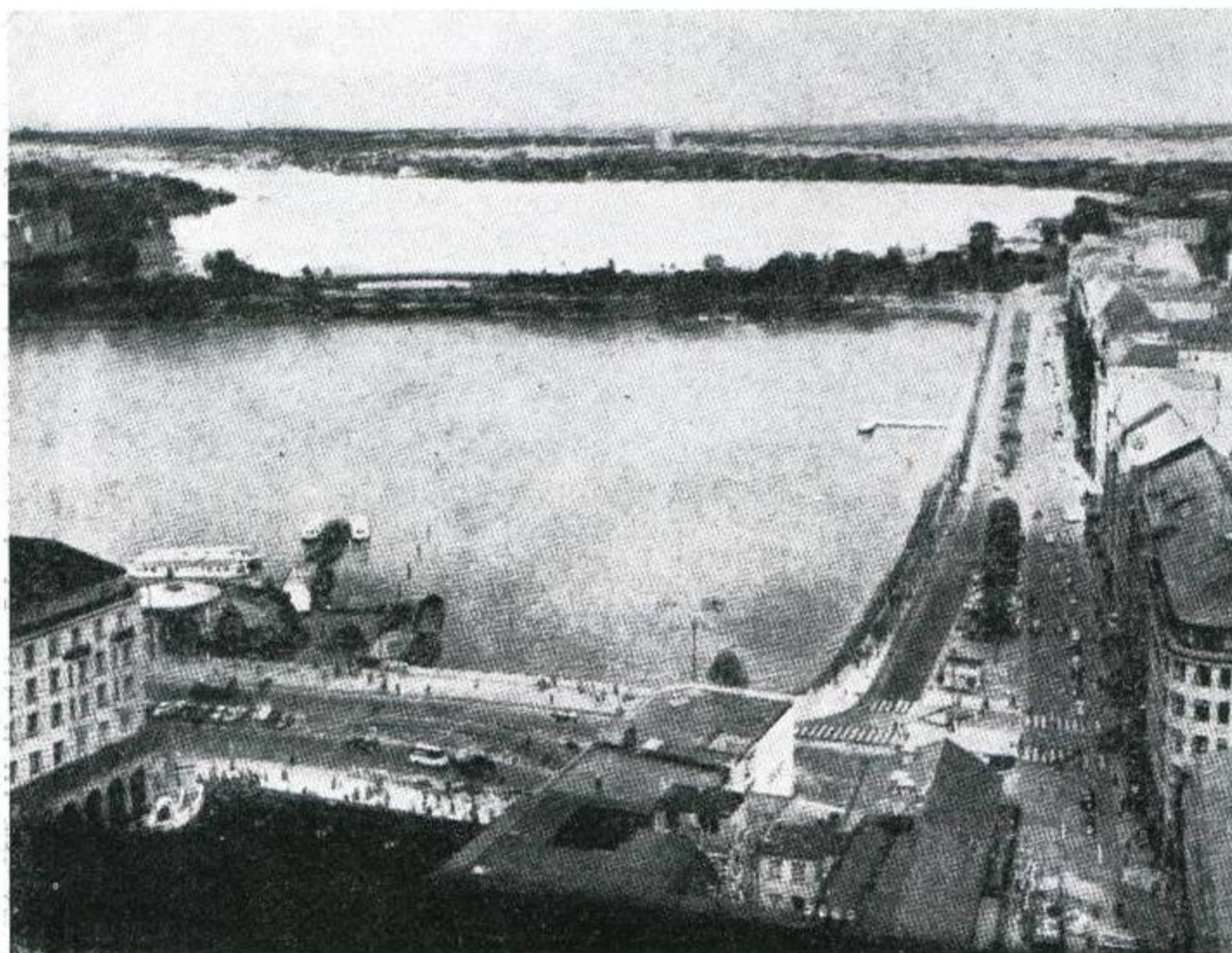
But after the war, the "Free and Hanse City" recovered at a terrific speed even though it had lost its economic hinterland through the division of the country. On seeing Hamburg today, you wouldn't guess that more than half of it had been destroyed.

If you come by car, on the Autobahn via Hannover, you first reach Hamburg-Harburg. From afar, you can already see the church steeples of Hamburg. Later on, you cross two bridges (over the two arms of the River Elbe on which Hamburg lies); from here, you can see part of the port. On the northern side, you first drive through a predominantly industrial area, until, following the signs "Stadtmitte", you finally get into the city itself.

It is interesting to fly into Hamburg from the south. Only from the air can you see the immense surface covered by the port (about 19,000 acres with about 37 miles of docks). You see the winding band of the River Elbe flowing from east to west into the North Sea (which is about 87 miles away from Hamburg). Right in the midst of the big city, two lakes are clearly visible, which are formed by the stowed-up water of the Alster River flowing into the Elbe at this point.

## Two Lakes Right In the City

The smaller Alster basin is called Binnenalster, and around it, the main downtown section is centered. The big lake, or Aussenalster, is surrounded by beautiful public parks and



These two lakes, called "Binnenalster" (foreground) and "Aussenalster", are right in the middle of downtown Hamburg. The broad street on the right is Ballindamm, on the left is part of Jungfernstieg. Picture was taken from the townhall tower.

walks and by fashionable residential areas. On summer days, it is dotted with sailboats and with little white motor ships which take you to various parts of the town on a system of lovely canals. A unique view of the city silhouette can be

had from the Lombardsbrücken, the bridges separating the two Alster lakes. The fact that there is so much water in the city probably accounts for the dim pastel colors, which often remind you of the paintings by the French impressionists. Even on a winter evening, when the illuminated windows of the tall office buildings and of the shops reflect in the water, this view is very beautiful.

Right opposite the Lombardsbrücken is Hamburg's most famous street, the Jungfernstieg. Here, as well as on Neuer Wall, Grosse Bleichen and Ballindamm, are the most elegant shops, of which the biggest general shopping street is Monckenbergstrasse between the central station and the Rathausmarkt.

Near the central station are some of Hamburg's biggest hotels (the top hotels are Atlantic and Vier Jahreszeiten, and all in all there are about 380 with altogether 13,000 beds). Also, the famous Deutsches Schauspielhaus theater is situated there, while the modern opera house, also a place of world-renown, is near Dammtor station; the first German opera house was built in Hamburg, by the way. Other good theaters are Thalia-Theater, Theater im Zimmer and Kammerspiele.

## Fine Museums

The Kunsthalle, only a few minutes from the central station, houses one of the best art galleries in Germany. And the Museum for Hamburg History, to mention only one further museum, is certainly worth a visit.

Among the "musts" for visitors to Hamburg is, first of all, a tour of the harbor from the St. Pauli Landungsbrücken (pier); then, a view from the tower of the "Michel", the Baroque Michaelis Church which has become a landmark of the city; a visit to Hagenbeck's Zoo, which was the first in the world to do away with bars, using instead natural separative devices to keep the animals from the visitors; and a trip to Blankenese, either by boat on the Elbe River or by car along the famous Elbchaussee. The most elegant villas, wonderful "English" parks and many good restaurants with a view of the river are to be found in those suburbs on the hilly northern shore of the Elbe River. Further west, in Schulau, a special attraction is "Willkommhoft" (Welcome Point), where you can watch and listen from a restaurant how each incoming or outgoing ship is greeted with its respective national anthem. Speaking of restaurants: you eat well in Hamburg. There are dozens of first-class restaurants which offer excellent food — although not exactly cheap. On the whole, Hamburg is more expensive than Southern Germany.

## Long Nights In Hamburg ...

Let's not forget St. Pauli, though, and its famed — or notorious — Reeperbahn, that great entertainment and night club center of Hamburg. At first, it was just a "seamen's heaven", the kind you find in all big ports the world over. Even today, you may indeed be lucky and meet a genuine sailor on the Reeperbahn or on one of its sidestreets, of which Grosse Freiheit (Big Freedom) is probably best known. But most of the time, you bump into landlubbers — tourists, mostly from Scandinavian countries, or just plain, ordinary Hamburgers. You can have a ball there, but you can also be badly cheated, especially in the small, gloomier joints. So our advice is: watch out but have fun; there's something for virtually every taste.

I find it impossible here to mention everything I would like to tell you about my home town; for instance, I have not said a thing yet about the university (which is one of Germany's biggest); about the Elbe Tunnel; the Planten un Blomen gardens; the fine churches; the airport; or about the Hamburgers themselves... But one really shouldn't praise oneself too much, should one? Courtesy: The Bridge

## The Moth Story by WO<sub>2</sub> Tate

The Moth Story covers a large group of DeHavilland aircraft and never did any company use less horsepower to fly faster and carry larger loads than DeHavilland. The first of this illustrious breed was the DH. 60 which opened up the field of private flying. The first of this group was called the "Moth" as Capt. DeHavilland was keenly interested in moths and butterflies. The "Moth" was, in fact, the first true private plane and was designed with this in mind. The DH. 60 was actually a scaled down version of the DH. 51 including the 4 cylinder engine that was half of the air cooled 120 HP V/8 Airdisco. The new engine for the DH. 60 was a 4 cylinder air cooled called the Cirrus I of 60 HP and weighed 290 lbs. This aircraft is also called the Cirrus Moth. The first flight of Moth No. I. G-EBKT, was made by Capt. Geoffrey DeHavilland at Stag Lane, Sunday, 22 February, 1925. The "Moth" immediately caught on with the public due to its pleasing lines, good performance and economy of operation. In fact the Director of Civil Aviation was so enthusiastic about the Moth that he encouraged five Aero Clubs to form in 1925. They were the Lancashire Aero Club, London Aero Club, Newcastle Aero Club, Yorkshire Aero Club, and Midland Aero Club. The early Moths were all of plywood fuselage construction and the wings were spruce I



DH. FOX MOTH

section spars routed out of a solid spruce beam, built up ribs and wing tips of flattened aluminum tube. The wing layout was single bay wide chord struts and streamline wire bracing. The wings were folding for easy hangaring. A temporary jury strut was used to support the wings when folded. The stabilizer was adjustable and after the first Moth all a/c had balanced rudders, luggage lockers and left hand exhaust. All Moths had ailerons on the lower wing only and were of the differential type. The next Moth, the 60 X came out in 1927 and it had the following changes: wing gap reduced, wing span increased one foot, engine - Cirrus II - 85 HP, the thrust line of the engine was lowered to decrease drag and improve the forward view. In 1928 the 60 X Moth had the 90 HP Cirrus III, a split undercarriage and Handley

Page automatic wing tip slots. The next model to come along was the 60 G or Gipsy Moth, which was the beginning of the DeHavilland engined Moths. The Gipsy engine was designed by Major Halford but completed by DeHavilland. The engine was rated at 135 HP and weighed 300 lbs. Production engines were derated to 85 HP at 1,900 rpm or



DH. 80 PUSS MOTH

100 HP at 2,100 rpm. The first Gipsy engine was delivered 20 January, 1928 for Moth G-EBQH. All Moth aircraft with Gipsy engines were called Gipsy Moths even if they were sometimes 60 X's or 60 M's or 60 T's. The 60 G was well liked as it had improved handling qualities with its more powerful engine, and steerable tail skid. In 1928 Capt. Geoffrey DeHavilland reached an altitude of 19,980 feet with a Gipsy Moth. August 16-17 (1928) H. S. Broad remained airborne for 24 hours over Stag Lane in Moth G-EBWV. The fuel load of this particular aeroplane was equal to approximately 750 lbs. Record after record was broken by Moths in the 1920's and 1930's. The D. 60 M, or metal Moth, had the fuselage construction of steel tube fabric. The wing construction remained the same as the other models. The first 60 M G-AAAR came to Canada in 1928 and the RCAF placed an order for 50 after they had given it extensive trials. The 60 M was also called a Gipsy Moth in Canada due to the Gipsy engine.

1929 was the year for the Flying Clubs to be formed in Canada, i.e., Calgary Aero Club, Vancouver Aero Club, etc. In Canada many Moths had doughnut tires in place of spoked wheels. The next of the series was the DH-60 GIII Moth Major and this was the configuration which was eventually to become the venerable Tiger Moth with its inverted Gipsy Major engine. The Tiger Moth, as most people know, was the DH-82. It was developed from the DH-60 T, meaning trainer; and many modifications made to the T were incorporated in the DH-82 Tiger. The Tiger had swept back wings (.19" sweepback,) increased dihedral, inverted Gipsy Major engine, all centre section. Struts were moved forward of the front cockpit so that the instructor could bail out easily, and this was the reason for the extensive sweepback to keep the C of G in its proper place. The first DH-82 flew 26 October, 1931, and was cleared for aerobatics at all up weight of 1750 lbs. At this time the

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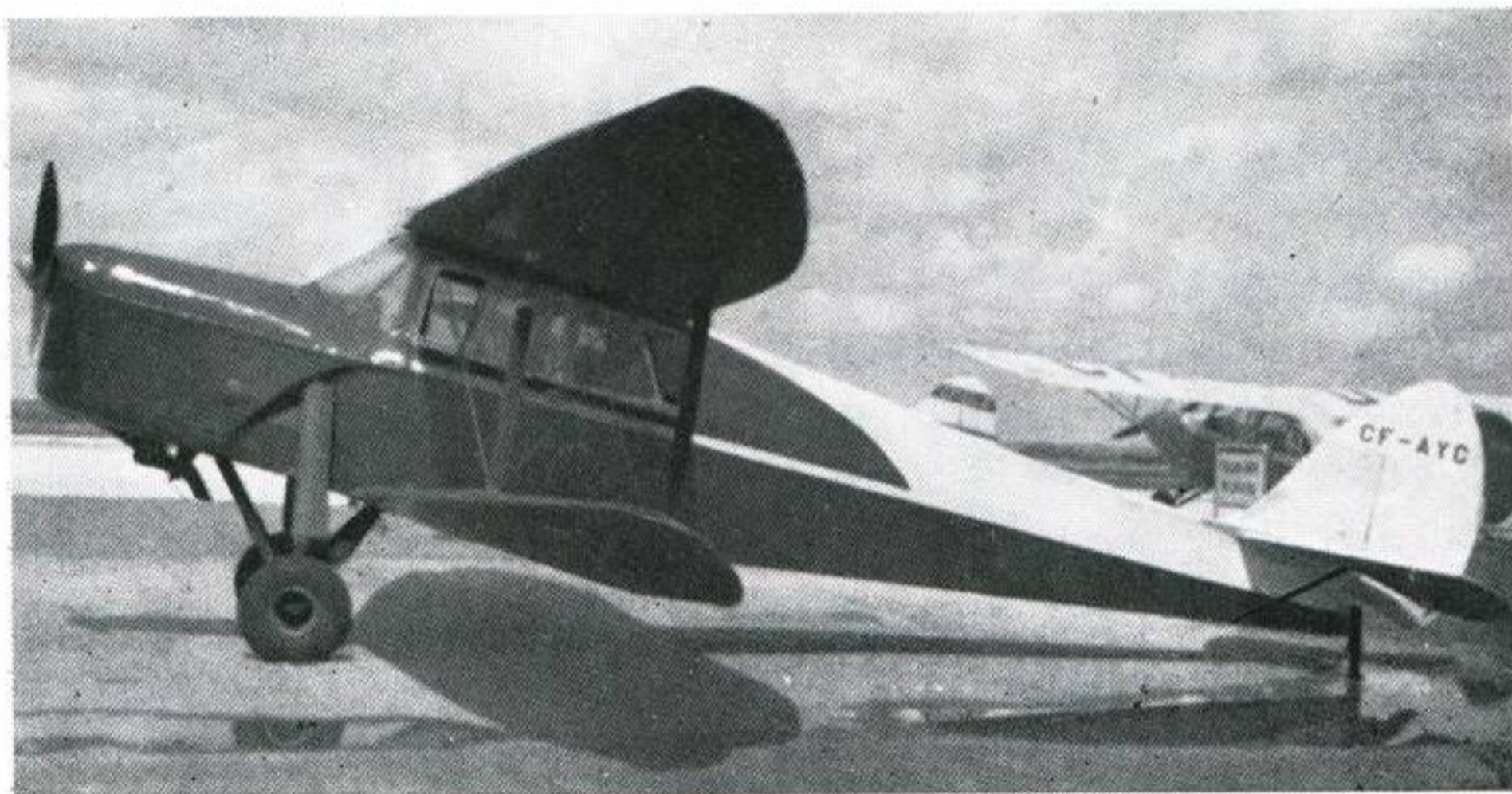
**TRIUMPH**

RAF adopted it as their standard trainer. When the British Commonwealth Air Training Plan was started in Canada in WW 2 the Tiger was adopted also as the basic trainer. The Canadian Tiger was the DH-82 C and was quite a bit different to the DH-82 A British. The Canadian Tiger had a two piece nose cowling, Gipsy Major IC engine, and the undercarriage radius rods were shortened to bring it ahead. This precaution was to prevent nosing over because the Canadian Tiger had brakes and heavy duty steerable tail wheel. The cockpits were heated and a large sliding canopy was installed, also the large chord interplane struts were changed to narrow chord. The aircraft could be operated on wheels, skis or floats. Some DH-82 C's had the Manesco engine. The Manesco Moths were mostly used for wireless



1943 DH-82 TIGER MOTH (RCAF)

training. There were 1553 Moths built in Canada from 1937 to 1945. To-day in Canada there is still a large number of Tiger Moths flying. Padre MacGillivray of 4 Wing owns one of the rare birds in Tiger Moths as his aircraft was owned by the Canadian Navy. Since it was built in 1942 it was probably flown in the BCATP and sold by war assets. It was registered first as CF-CJH and sold to the Canadian



DH. HORNET MOTH

Navy in 1949. In 1959 it was disposed of by the Crown and Padre MacGillivray became the proud owner. This aircraft is now registered CF-IVO and whenever Padre MacGillivray takes it to an air show in Canada or the States it is classed as an antique and it's only 21 years old! There were many other

Moths beside these rugged little trainers and the Moth Genealogy is in this order:

- DH-60 — 1925 Moth type known by its engine, i.e., Cirrus Moth, Genet Moth.
- DH-60X Moth — 1927 — Cirrus II Moth
- DH-60G Moth — 1928 — Gipsy I
- DH-60 (Coupe Moth) — 1929 — Cirrus Hermes
- DH-60M (Metal Moth) — Gipsy engine — export model
- DH-60T — Tourist Moth — Gipsy engine — export model 1931
- DH-60GIII — Moth Major — Inverted Gipsy — 1932
- DH-61 — Giant Moth Transport 450 HP Bristol Jupiter
- DH-71 — Tiger Moth — Low wing monoplane Gipsy 1927
- DH-75 — Hawk Moth — High wing monoplane 240-350 HP Radial
- DH-80A Puss Moth — High wing monoplane Inverted Gipsy 1929
- DH-81 — Swallow Moth — Low wing 2 seat Gipsy inverted. Two seater. Top speed 129.
- DH-82 — Tiger Moth Biplane trainer inverted Gipsy — swept wings (1931)
- DH-83 — Fox Moth — Cabin biplane Gipsy inverted (1932)
- DH-85 — Leopard Moth — 3 seat 1933 Inverted Gipsy successor to the Puss Moth — fuselage plywood
- DH-87A&B Hornet Moth — side by side seating — 1934 — Biplane inverted Gipsy Major — fuselage steel tube fabric.
- DH-94 — Moth Minor — low wing monoplane — two open cockpits. Gipsy inverted (1937)

#### PAT ON THE BACK

Recently, pay raises were announced for the Armed Forces. Since this raise was retroactive to 1 October 1962 and involved changes in progressive pay as well as basic pay, an increased work-load was placed on our already hard-worked Accounts Section. To balance pay ledgers, compute income tax and pension deductions requires a great deal of time and paper work. A fact not known to the majority of 4 Wing personnel is that the Accounts Section has been working their normal day plus nights and week-ends to ensure that we will get our increase at the soonest possible date. A word of thanks and appreciation to the Accounts Section would be very appropriate at this time.

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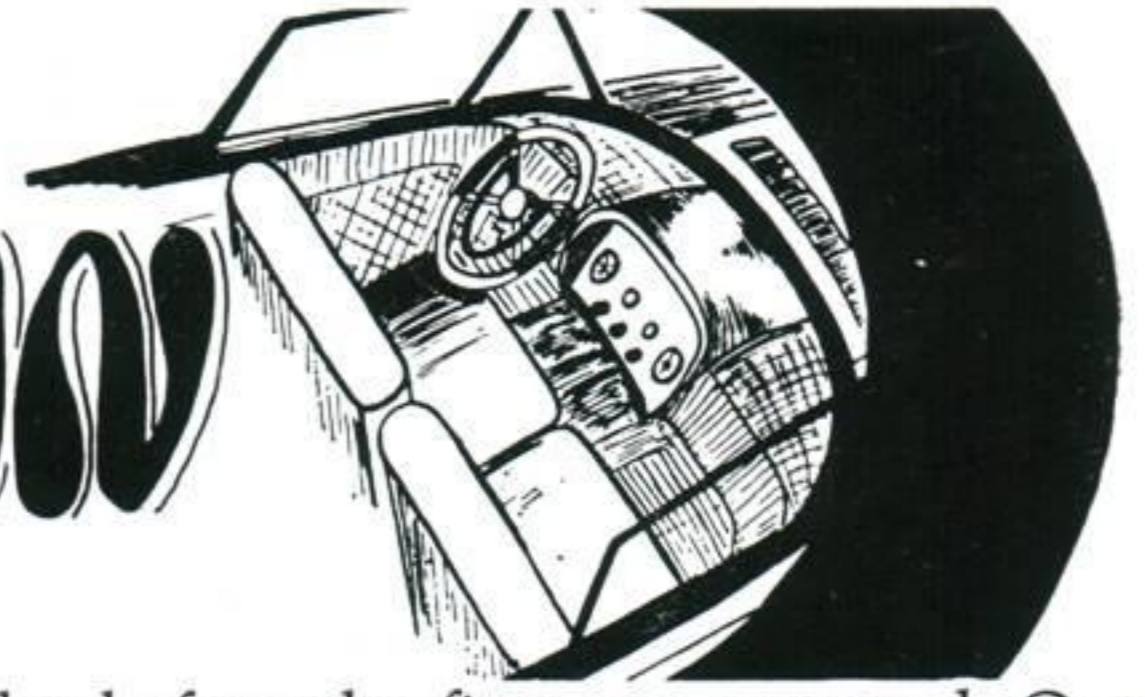
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# THE STEERING COLUMN



## TO THE REAR

Of the various basic military drill formations one is most confusing to rookies. It follows the command, "To the rear, march!"

Basically the requirement is simple: reverse direction. To accomplish this, every man must be in step, advance one full step, turn at the same moment, pivot on the same foot, and turn smartly in the same direction.

However, those of you who have served in our armed forces will recall the confusion and disorder which characterized green troops learning to march to the rear.

At first it seemed difficult, but soon the necessary team work is learned; thereafter the manoeuver can be smoothly and repeatedly accomplished by massed troops.

A somewhat similar problem attends the reversing of direction of a vehicle. Very likely no operation is so productive of accidents with regard to the distance traversed as "backing up!"

Some of us safely drive hundreds of miles each day but run into trouble during those relatively few feet in which we find it necessary to go backwards. Backing accidents have been the bane of many fine no-accident records. Like the military drill "to the rear," backing a vehicle usually reflects the difference between the veteran and the rookie.

How do you back safely?

You likely recall the wisecrack by the accident prone driver, "I just keep backing until I hear glass break!"

Many feel that backing accidents are of no serious consequence. Quite often they do little more than knock off paint or perhaps break taillight glass. Accordingly, we tend to play down the backing accident to devote our attention to the more dramatic incidents.

It might be well to consider that not all backing accidents result in simple damage.

Several years ago a large and well known industry in Chicago had a large fleet of vehicles. Some were operated by sales representatives, and some by suppliers.

A rash of backing accidents messed up the safety record of this firm. So they took action to "improve" that record. They established a policy that backing accidents would no longer be charged as accidents, but would be considered the normal wear and tear which attends operating a fleet of vehicles in a busy metropolitan area.

This sure improved the record, but it also snowed under the maintenance shop. Word soon got around that the heat was off backing accidents and the drivers acted accordingly. They quit looking. They simply backed and hoped for the best.

One fundamental rule was overlooked: Do something dangerous long enough and it will finally have serious consequences.

About a month went by before the first one occurred. One of their delivery trucks had to back out of an alley. The driver watched his rear view mirror while backing up. His helper relaxed on the seat, feeling no compulsion to get out and help guide the truck back. It neared the sidewalk, and so did two boys riding cycles. They were approaching from the driver's blind side. The truck backed out of the alley just as the two bikes started across. Both boys died beneath the wheels of the backing truck.

Nearly six weeks later the next one occurred. A stake truck was spotted about six feet from the dock. It was nearly quitting time. The four year old daughter of the terminal manager had climbed up on that truck to play. A rush order was received, and a driver found himself stuck with a late delivery.

He hurried out to spot his truck for loading. He started his motor and after a couple of "rev'ups" he shifted into reverse and started to back up. He didn't bother to look. After all he always backed up until he felt the rear crunch against the cement edge of the loading dock. This time it didn't crunch against a dock. It crunched against the body of a frightened little girl who had tried to climb down from the rear of that unexpectedly moving truck. Caught between the dock and the steel lip of the truck floor, she was nearly cut in two. There was only one scream of anguish before her body was flattened into lifeless pulp by that backing truck.

Now, with three deaths in two backing accidents, and the insurance carrier raising old Ned at the losses, the company cancelled its policy on considering backing accidents to be incidents, and it set out to train drivers to back up safely. As a result, they have a consistently good record, relatively free from backing accidents.

When you back by guess instead of by guide anything or anyone may come between your vehicle and its intended destination.

Backing is more dangerous only because you can't see what's directly behind you. The best plan is to find someone to guide you back. Have him stand in a position where he can definitely see what's behind your vehicle, and where you can see him. Tell him to signal how near you are from objects by spreading his hands apart (demonstrate) to show the distance.

It's a good idea to sound your horn as you back up, just in case some inattentive dreamer has stationed himself in your pathway.

Above all, don't back up until you have personally checked to make sure the way is clear.

It is not hard to back safely. It does take a little time, but far less than would be required to report an accident when someone is crushed behind your backing vehicle.

At best, backing is dangerous, but "to the rear" becomes reasonably safe if you are in step with safety.

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# AMI<sup>2</sup>A

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**AUTO INSURANCE**

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## Recommended Library Reading

*The Pass* — By John Slimming

Today refugees cross out from Yunnan in south west China and try to settle in the Burmese hills, but many of the paths through the mountains are closed by border patrols. *The Pass* is a novel; yet it is true because it is based on the stories which the refugees themselves have told the author during the last three years, while he has been living in Burma. John Slimming's knowledge and understanding of these people enhances the powerful and realistic scenes which are never overdrawn nor over-emphatic and the restraint of the writing strengthens the reality. This is his second novel.

The sensitive and intensely moving love story of Nigel Grayson and the Kachin girl, Anne, adopted daughter of the Wilsons who run the Medical Mission, stands out in direct contrast to the violence around them. Nigel Grayson comes as a reporter to collect material on the Kachins and the Shans escaping from Communist China into Burma and to the hope of freedom denied to them in their own country. The old man who climbs the pass alone with the first thaw gives the news that Anne's own family are following, and tension mounts as Anne, Nigel and the Duwa's brother wait with mules for the refugees, who are being pursued by the Chinese guards as they make for the ridge. The characters are very much alive: the kindly doctor and his wife at the Medical Mission, the Duwa and the people of the Burmese village, Nigel Grayson, who becomes involved in his own refugee story, Anne, painfully conscious of belonging to neither of her two worlds, and the refugees themselves seeking the way to freedom which so often means death — the pass.

*Seven Days in May* — Fletcher Knebel & Charles Bailey

This is the exciting story of a military coup against the administration of the United States. Its plot, at first glance fantastic, develops with a disturbingly logical inevitability to create a thriller with real 'could-it-happen-here —?' application to our times.

The seven days in this particular May began on a quiet Sunday morning with the spring air warm and the blue skies deceptively peaceful over Washington, DC. Colonel Martin J. Casey usually approached his periodical Sunday duty in the Pentagon with a kind of sunny resignation. But this morning a vague uneasiness disturbed this man who was the director of the research and planning agency for the Joint Chiefs of Staff.

Casey couldn't analyse it, but there were plenty of possible causes. The country was in a sullen mood — apprehensive over a nuclear disarmament treaty with Russia, angered by a prolonged missile strike, worried about unemployment and inflation, and not quite sure of the President.

President Jordan Lyman is as unpopular as any of his predecessors in the White House had ever been. While his rating slipped, that of Chairman of the Joint Chiefs of Staff, James M. Scott, soared. So much was the dynamic General Scott a national favourite that he was the likeliest choice to be candidate in opposition to Lyman in the next election.

But the general national problems soon turned out to be relatively minor. For what Colonel Casey uncovered — as each accidentally discovered fact added up to a pattern before his incredulous eyes — was a plot so incredible that it could be divulged only to the President himself; so fantastic and yet so logical and ingenious that it could not only succeed, but it could not be stopped by the ordinary security measures.

Quietly, with the world unaware of the issue or the prize, the contest was joined. The stake was the continuation or the end of the traditional system of government in the United States. The time of the course — seven short days.

## BANK OF MONTREAL



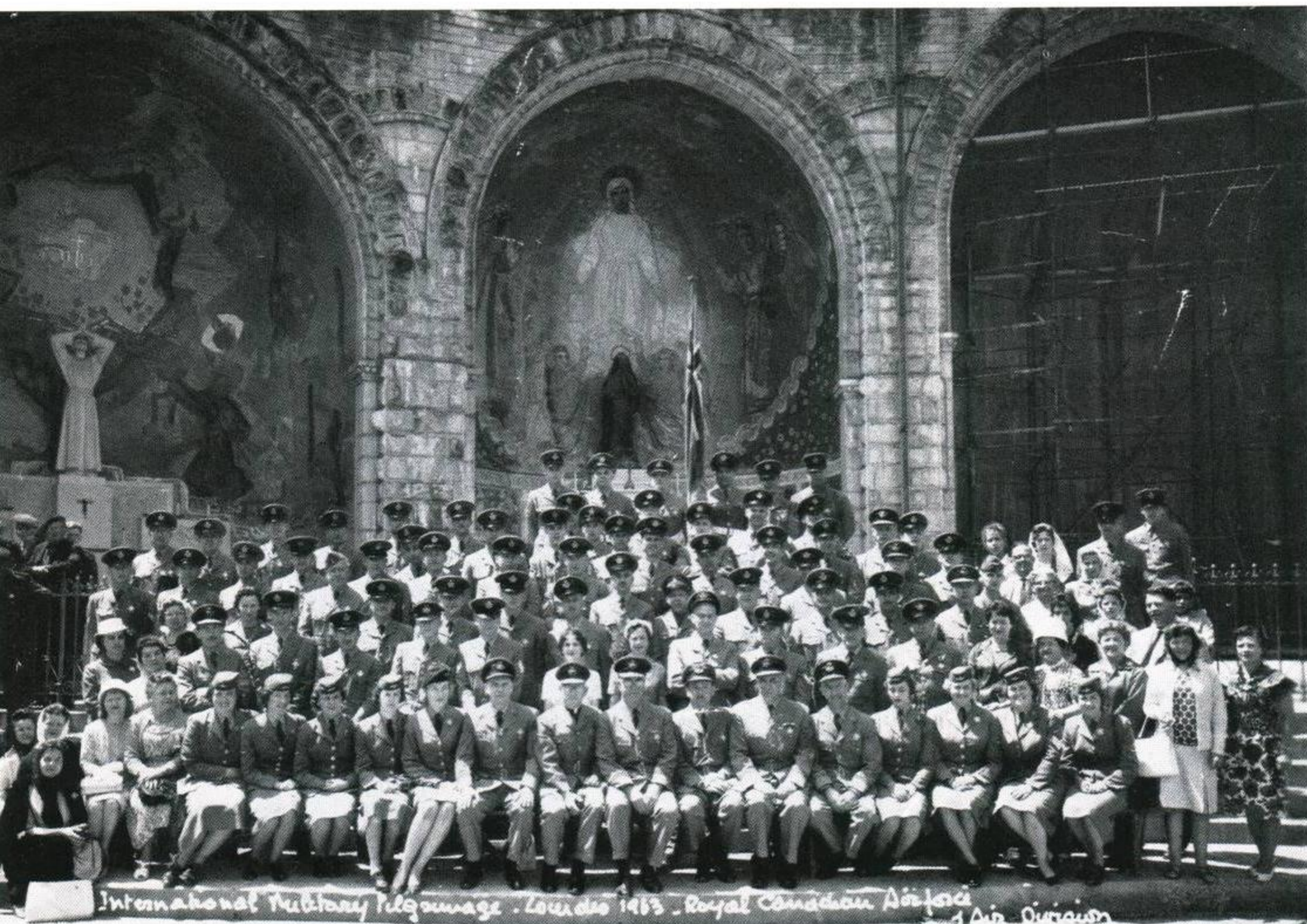
The Bank of Montreal has announced the appointment of new managers at two of its offices serving RCAF personnel and their families in Germany. Douglas G. Fulton, formerly assistant manager at Saint John, N. B., has been appointed manager at Baden Soellingen, and Maurice D. Bishop, of the superintendent's department, Calgary, Alta., has been appointed manager at Zweibruecken.

Mr. Fulton was born at Debert, N. S., and was educated at Truro, N. S. In 1948, he joined the B of M at Truro and subsequently served at St. Stephen, N. B., and Lunenburg, N. S. In 1954, he was appointed accountant at the Haymarket Square branch, Saint John, N. B., and, two years later, became assistant accountant at Charlottetown, P. E. I. In 1957, Mr. Fulton was named accountant at Moncton, N. B., moving to the superintendent's department, Halifax, in 1959 as a relieving officer. He was appointed assistant manager at Saint John in September, 1960, the post he leaves to manage the Baden Soellingen office.

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# Military Pilgrimage Lourdes 1963

Each year members of the NATO forces participate in a pilgrimage to Lourdes. Lourdes is a little village in the Pyrenees in France close to the Spanish Border where in 1858 the Blessed Virgin first appeared to St. Bernadette, a little peasant girl. Since that time numerous miracles have been attributed to the healing water of the spring that started to flow when the Blessed Virgin asked St. Bernadette to touch a rock and has been flowing continuously since. Over the years people from all countries of the world have travelled to Lourdes changing this small unknown village into a world shrine which is visited by both the faithful and sceptics alike.

Although the NATO countries have been attending Lourdes for some years 1962 was the first year that the RCAF participated when 1 Air Division was represented by approximately 20 airmen and airwomen including 3 airmen from 4 Wing.

This year the RCAF contingent were appointed official representatives of Canada by the Canadian Ambassador to France. Group Captain Emond, SPSO, 1 Air Division, attended as Senior Staff Member. Also included in the 141 personnel from 1 Air Division were the Chaplains from Metz, 2 Wing, 3 Wing, and F/L MacGillivray from 4 Wing. In addition to S/L MacLean from 4 Wing who was the organizer for the whole of Air Division, 4 Wing was well represented by 35 airmen and dependents, who paid all their expenses including train fare and accommodation.

Thanks go out to the French Military who assisted in every way possible to make the stay in Lourdes a pleasant one.

The first leg of the journey was preceded by Mass in the Station Chapel celebrated by F/L MacGillivray for the intentions of the pilgrimage. The personnel then departed by bus to make train connections at Metz for Paris, arriving at 1730 hours, 24 May. After a four hour stay in Paris the participants left Gare Austerlitz for an overnight train ride to Lourdes. A new experience for most was the unforgettable experience of sleeping in the French couchettes which consist of six bunks in a compartment with no privacy and for comfort they supplied a pillow and a blanket.

Upon arriving at the railroad station in Lourdes at 0730 hours the participants were met by the RCAF co-ordinators, S/L MacLean and F/L Ouimet, and transported to their hotels by French Military buses.

After changing into uniform the RCAF contingent joined in with the Americans to attend a mass at the Grotto where the Blessed Virgin appeared to St. Bernadette.

The next combined group participation was the Station of the Cross where servicemen from all the various NATO countries made their way uphill from the Basilica, passing all the life sized statues of the Stations until finally arriving at the tomb of Our Lord.

Saturday evening the 45,000 military personnel joined together for a mass procession. The sight of all these different people holding candles and singing the "Ave Maria" was truly unforgettable and inspiring.

The following Sunday morning after the laying of the wreath at the cenotaph which the RCAF Colour Party attended, all the service personnel attended Pontifical High Mass at the Pope Pius X Basilica. This Basilica is completely underground and has a capacity for 1,000 sitting and 39,000 standing.

On Sunday afternoon at 1500 hours we were honoured by a visit to our hotel by Archbishop Roy, Roman Catholic prelate for all Canadian servicemen, who had arrived in Lourdes the previous evening.

Sunday afternoon at 1600 hours the ceremony of the "Blessing of the Sick" took place in the Basilica square which was the closing ceremony of the pilgrimage.

Although the visit was short the airmen and dependents from 4 Wing had plenty of time to tour on their own and see such places as the house where St. Bernadette was raised, the home of her parents where she returned to and died, a replica of 19th century Lourdes. Some also took advantage of taking a bath in the purifying waters, and, almost everyone visiting Lourdes left with water from the spring.

Even more important than the souvenirs of the shrine which the personnel and dependents carried home were the memories and lasting impressions of the faith and devotion and brotherhood of the soldiers and the sick people from so many nations who came to pray and meditate at the shrine. They were living expression of the theme of the 6th International Military pilgrimage: "Sons of God, Brothers of Christ, Brothers of all Men".

# Brief Notes on Rambler in Canada

Rambler has the unusual distinction of having participated dramatically in two significant eras of automotive history. The original Rambler was one of the first mass-produced automobiles in the United States and recently has been making world-wide news by its own great industrial revolution, not only in the United States, but in Canada, Belgium, the Philippines, Argentina, Mexico, Venezuela, Peru and Australia.

The first Rambler available commercially was produced in 1902 by Thomas B. Jeffery at a Rambler bicycle shop in Kenosha, Wisconsin. Since then, until 1954, the control of Rambler came under various business concerns and the product was popular in its different eras under the names Nash, Ajax, LaFayette, Hudson, Terraplane and Essex.

American Motors Corporation of Detroit was formed in 1954 by the merger of Nash-Kelvinator, headed by George W. Mason, and the Hudson Motor Car Company. Mr. Mason died in 1954, a few months after the merger, leaving this position for Mr. George Romney who, until his resignation to enter political life, was one of the prime reasons for launching American Motors on its meteoric climb in the business world.

This short brief has been designed to illustrate only one phase of this success story — the story of the first American Motors Corporation auto subsidiary outside the United States — the story of American Motors (Canada) Limited.

## EARLY CANADIAN BACKGROUND

Just before the merger in Canada, the two motor car companies involved, Hudson and Nash, were operating independent supply sources, sales and service. Hudsons were made in Tilbury, Ontario, and Nashes in Toronto.

For two years, from 1954 to 1956, separate sales and service organizations operated in Canada selling Nash and Hudson cars. The Nash plant in Toronto turned out both Nash and Hudson cars. Mr. T. S. Adams was General Manager of the Nash organization, operating from the Danforth plant, and Mr. C. R. Gall was Vice-President and General Manager of the Hudson operation on the Queensway in Toronto.

The first semblance of order came in 1956 when American Motors (Canada) Sales Limited was formed. This company manufactured both Nash and Hudson cars until the Rambler name displaced them. At this time, American Motors (Canada) Limited became functional — making, selling and servicing the Rambler product.

About this time, Mr. Leo Fenn joined the organization as General Manager, while Mr. Gall assumed the position of

Director of Fleet Sales for both Hudson and Nash, and finally Rambler.

## THE COMPACT CAR

During the early years of the amalgamation in the United States, the parent company was experiencing severe financial losses. Millions of dollars were dropped in 1955, 1956 and 1957, and it became imperative to do something to stop this trend. Mr. George Romney, with a group of dedicated assistants, believed in marketing a so-called "compact car" to take the place of American cars which had grown to oversize horsepower and outside dimensions. This new concept in design was to give the consumer the interior comfort and size he was used to, but to cut down on excessive sheetmetal exteriors and give them the economy and handling ease of the becoming-popular imports.

The compact car idea was produced under the name "RAMBLER" and the firm belief in its practicability by Mr. Romney and associates was the main factor in turning the tide in favour of the company. For the first time, the US company showed a profit in 1958 as a reward for 3 years of desperately hard work and firm belief in the product.

## CANADA 1956-1959

American Motors (Canada) Limited manufactured, sold and serviced its product in Canada with the main plant and offices on Danforth Avenue in Toronto. Units which could not be made in the antiquated plant were imported from Kenosha.

Finally in 1957, the pressures of continuing poor business in the USA, combined with the limited capabilities of the Toronto plant, forced manufacturing in Canada to cease. The organization then became a sales and service operation under the direction of Mr. Leo Fenn, importing all cars from the US plant. Rambler dealer organization was maintained under the American Motors (Canada) Limited organization and general conditions improved, along with the USA until 1960, when the idea to reactivate the Canadian plant was put into effect.

## REACTIVATION OF CANADIAN PLANT

Mr. Roy Chapin, Jr., a director of the American Corporation and Chairman of the Board of the Canadian company, was a prime factor in moving to reactivate the Canadian plant.

In studying the Canadian picture at the time, the Board decided that a Canadian, with production experience, was required to head the organization as it was realized that such problems were entirely different from those experienced by the parent company. It was at this time that Earl K. Brown-

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ridge was made General Manager. Mr. Brownridge had been President and General Manager of the complex Orenda operation in making jet engines and, as a fourth-generation Canadian, he appeared to be the answer for Rambler in Canada. He joined the organization on January 1, 1960, and because of the immediate effectiveness of his control, he was shortly named President and General Manager of American Motors (Canada) Limited.

### THE NEW CANADIAN PLANT

As mentioned, the old plant in Toronto was antiquated and small, with no room for expansion. Plans were made to dispose of this property and to purchase 40 acres in the town of Brampton, Ontario, in the centre of the manufacturing facilities of Canada.

A modern plant was designed and built by Canadians to handle adequately the projected requirements. This plant covered 250,000 square feet and was designed to turn out 10,000 units a year.

The plant opened officially on January 26, 1961. For the first six months of operation, only the Rambler "Classic" was produced in a planned effort to study the effectiveness of the operation. The results were most gratifying as our method of assembly proved that this small plant was one of the most efficient on the continent.

Beginning the 1962 model year, the Rambler "American" was added to the line. Dramatic price reductions on the Canadian-made product resulted from the effective plant operation and in the 1963 model year, the Rambler "Ambassador" was put into production.

The only units imported at present are the "American" Hardtop, convertible and the 5-door station-wagon. Less than three percent of finished units sold in Canada are now imported.

In February 1963, American Motors (Canada) Limited entered the automotive export market, building and exporting right-hand-drive Ramblers to Commonwealth countries.

### RECENT EXPANSION

Due to the increasing public acceptance of Rambler in Canada, plans for increased production had to be moved ahead of schedule.

In March 1962, the Parts Warehouse moved from its location in the main building to new quarters in a 33,000 square foot addition located on the main property.

In October 1962, a contract was signed to add 160,000 square feet to the main plant in an effort to increase production to over 50,000 units — a figure we expect to require by 1965.

Production schedules have increased and a two-shift system has been installed to increase production from the original 32 cars a day to 144 a day.

The labour force has expanded considerably from 107 on the payroll in 1960, to over 1,200 at present.



## CFN SOELLINGEN

The gigantic task of moving our Transmitter and Antenna has now been completed. CFNS Technician Bob Pook and members of Telecom Ground and the Telephone Section made the transition between the 20th and 23rd of May. The prime purpose of this move was to give better coverage to listeners in the outlying districts. Latest reports from some of our listeners indicate that there is quite an improvement in the Baden, Baden-Oos and Buhl areas. We have also had a report from a listener in Karlsruhe who receives us in the early morning hours on Friday and Saturday. The biggest problem we have, regarding reception in the outlying districts, is due to the fact that adjacent to our allotted frequency is a stronger radio station. At the present time nothing can be done to rectify this situation.

Most of you are aware by now of CFNS' new programme entitled Midnight Rendezvous. This is heard each evening Monday through Thursday from 10:00 until 12:00 midnite and features the latest in recorded music, comedy, news from Canada and news of interest to Four Wing along with up to the minute weather reports. Some programme changes have been made by Metz, these will affect daytime listeners to the Network. As the changes are made they will be announced over CFNS and also published in the Recreation Bulletin. We regret any inconveniences these changes have brought to our Listeners, but we sincerely hope that the end result is greater listening pleasure for everyone.

John Bulmer is looking for more staff on his Sports Team and any interested people are asked to contact him at CFNS. Sportcasting plays an important part in radio and can be very rewarding. A lot goes into Sportcasting that the average person is not even aware of. The actual broadcast, gathering of sports news and interviews is demanding and exacting work. John has lots of experience in this field, both in broadcasting and sports writing, and is quite willing to share this knowledge with the Sports Team.

## New Shoes - Shoe Repairs

*Schuhhaus Seckinger, Hügelsheim*



*Trock'ne Kehle* **PARKBRÄU** wähle!

# FACTS ABOUT FIRE

*This Could Happen To You - Reports of Dwelling Fires*

Dwelling of Lionell Scott  
near Thompson Falls, Mont., Jan. 9, 2:55 a.m.  
6 Killed: All Children

This fire in a 2-story wooden farm house illustrates the speed of fires spreading through a typical North American dwelling and the dangers of delayed discovery.

Eight of the 11 children in this family were asleep when their father awoke to find heavy smoke in the first floor bedroom. He yelled "fire" and attempted to reach the two second floor bedrooms where 6 of his children slept. He found the stairs blocked by fire. He raced outside to get the help of his oldest boy asleep next door.

The mother, also asleep with twin 4-month old babies in the first floor bedroom, was awakened by the father's call. She grabbed each baby by a wrist and tried to get out through a window. She found it blocked. She then tried to crawl under the crib but was unable to. She then headed for the front door. She found the living room and stairway fully ablaze and sped for the back door and safety.

In the short space of time between the time the father raced out and the mother followed the same route, the conditions had deteriorated badly. The father escaped uninjured. The mother and babies were burned but escaped. The six children asleep in the second story never got out.

The fire was presumed to have started from defective electrical wiring as dimming of the lights had been noticed during the evening.

Dwelling of David Blair  
Tuckers Corner, N.Y., Feb. 12, 4:00 a.m.  
5 Killed: 2 Adults, 3 Children

Smoking in bed was the probable cause of a fire that took the lives of an entire family of five. The fire seemed to have originated in the husband's bedroom and had made so much headway when discovered by a neighbour at 4:00 a.m. that the house could not be entered.

Two weeks earlier a mattress fire had occurred in the house when the mother of the family had fallen asleep while smoking.

It appears that the father awoke to find his bedroom in flames. He went either to the bathroom to fetch water or lost his way, for he was found on the bathroom floor. The children were found in their beds and the mother on the springs that had been the living room sofa.

Dwelling of Ronald Salt  
Bend, Ore., Feb. 14, 12:03 a.m.  
6 Killed: 2 Adults, 4 Children

The Salts lived in a pleasant 2-story home. Mr. Salt worked nights at a service station nearby. On Saturday night, February 13, he went to work about 11 p.m. Finding business slow and the other attendants able to handle things, he went home to get a book. He returned to the station about 11:40 p.m.

The house as he left it had a combustible fiberboard ceiling, and a stairway with the door at the foot blocked open. His daughter and three sons (1½ to 5½ years old) were asleep upstairs and his wife and sister-in-law asleep downstairs. Some time after Mr. Salt returned to the station a fire of undetermined cause started in the living room and spread rapidly over the combustible interior finish. At 12:03 a.m. a passerby telephoned the alarm to the fire department. Fire fighters knocked the fire down easily but the occupants were already dead.

Mrs. Salt was found upstairs with the baby indicating there was time to get upstairs. Why she did not close the door to the stairway, and why the sister-in-law did not escape are questions that remain unanswered.

Dwelling of Bessie Ruth Miller  
near Trussville, Ala., Feb. 25, 7:45 p.m.  
5 Killed: All Children

Five children died in this four-room wooden dwelling within 10 minutes of the time their mother went to visit a relative nearby.

The cause of the fire is not clear, but it is known the twin boys, 6 years old, their brother, 4, and sisters, 3 and 5 months, were killed before the blaze was even discovered. The home was fully involved by fire before fire fighters could assist.

Dwelling of Luis Juarez  
Fillmore, Calif., Mar. 2, 4:37 p.m.  
5 Killed: All Children

Left alone in the custody of their older sister, these children were dressed for their naps. The sister left to visit nearby. The children ignited the couch with matches and, terrified, ran back to the bedroom of the 1-story building. Huddled there the children waited for help. The fire in the davenport filled the house with heat and smoke suffocating the children.

The fire was finally seen by an outsider who telephoned the alarm, but the children were already dead.

Dwelling of Emmett F. McNarmara  
Bay Shore, N.Y., May 1, 5:10 a.m.  
5 Killed: 3 Adults, 2 Children

A fire of undetermined origin started in a newly built first-story recreation room of this all-wood dwelling about an hour after the last person used the room. Knotty pine walls in the recreation area had been varnished and waxed and flames spread rapidly through it to involve all of the 3-story structure. Although 6 of the 10 occupants were rescued, one of them, a 7-year-old boy, died the following day.

The alarm was telephoned to the fire department by a neighbour who first heard "crackling" of flames and then saw them.

Dwelling of Lelus Faison  
Richmond, Calif., July 10, 3:28 a.m.  
6 Killed: 2 Adults, 4 Children

Lives of 4 children and 2 adults were snuffed out during an early morning fire originating in and confined to the kitchen adjacent to bedrooms in a 1-story wooden home. Fire first involved a cardboard box used for discarded cooking oils, soap and grease, spreading then to nearby papers, trash and garbage. The blaze is believed to have started spontaneously or to have been caused by carelessly discarded smoking materials. Doors between rooms were open, and toxic fire gases spread quickly.

When the husband returned home from work he found the house fully charged with smoke. He was successful in removing three of the victims before fire fighters arrived. Resuscitation was unsuccessful.

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PRESENTS

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Week Commencing  
Sunday 16th June



**SUN.**

**"THE KING AND I"**

Yul Brynner — Deborah Kerr — Terry Saunders.  
(U)



**MON.** **"INN OF THE SIXTH HAPPINESS"**  
Ingrid Bergman — Curd Jurgens. (U)



**TUES.** **"SOLDIER OF FORTUNE"**  
Clark Gable — Susan Hayward. (A)



**WED.** **"THE BRAVADOS"**  
Gregory Peck — Joan Collins. (A)



**THUR.** **"THE YOUNG LIONS"**  
Marlon Brando — Dean Martin —  
Montgomery Clift. (A)



**FRI.** **"THE SEVEN YEAR ITCH"**  
Marilyn Monroe — Tom Ewell — Evelyn Keyes.  
(A)



**SAT.** **"THE DESERT RATS"**  
James Mason — Richard Burton —  
Robert Newton. (A)

# YOUR JUNE ATTRACTIONS

**Sunday 16th. Special Request Week.** Presenting a week of outstanding films of the past that have been requested by our patrons. See opposite page.

**Saturday 22nd. Children's Matinee.** "BLUE CAMELIA" starring Ron Randall plus "FOOLS RUSH IN" featuring Jean Alexander.

**Sunday 23rd & Monday 24th.** "THE HAPPY THIEVES" starring Rita Hayworth, Rex Harrison and Joseph Wiseman is a frivolous comedy crime melodrama set in Madrid. It's about a middle-aged Raffles who, with his no longer young girl friend, tries to ring the changes on a Goya painting, but runs up against unexpected snags. (A)

**Tuesday 25th.** "THE QUEEN'S GUARDS" featuring Daniel Massey, Judith Scott and Raymond Massey is a military comedy melodrama finely photographed in CinemaScope and Technicolor. It covers the careers of two young officer friends, a Grenadier and a Household Cavalryman and, following some desert combat action, culminates with each playing an important part at Trooping the Colour. (U)

**Wednesday 26th & Thursday 27th.** "VENGEANCE OF THE GLADIATORS" with Rossana Podesta, Phillip Leroy and Lang Jeffries is a large-scale spectacle photographed in Scope and Eastman Color. An Italian production with English dialogue; it's about a strapping fellow who wins clemency the hard way for his people, cruelly oppressed by the early Romans. (A)

**Friday 28th & Saturday 29th.** "IT'S ONLY MONEY" starring Jerry Lewis, Joan O'Brien and Zachary Scott is a dizzy slapstick comedy replete with the latest labour-saving devices. In centres on a goofy TV repairer who becomes

a part-time sleuth and not only forestalls a wicked plot to rob him of his fabulous birthright, but also wins a delectable cutie. (U)

**Saturday 29th. Children's Matinee.** "A FIRE HAS BEEN ARRANGED" starring Bud Flanagan and Ches Allen plus "THE ENCIRCLING SEA", (short subject).

**Sunday 30th & Monday 1st July.** "HATARI" starring John Wayne, Elsa Martinelli and Hardy Kruger. An exciting Technicolor big game comedy melodrama. Given a Tanganyikan background it's about "bring 'em back alive" adventurers who engage in romantic rivalry while capturing wild animals and preparing them for export. (U)

**Tuesday 2nd.** "RETURN TO PEYTON PLACE" a CinemaScope-De Luxe Color melodrama starring Carol Lynley, Jeff Chandler and Eleanor Parker. A follow up to the fabulously successful "PEYTON PLACE", it deals with the violent repercussions from a young girl's sensational first novel, revealing ugly cracks behind a small town's seemingly immaculate facade. (A)

**Wednesday 3rd & Thursday 4th.** "THE BOYS" starring Richard Todd, Robert Morley and Dudley Sutton is a compulsive CinemaScope courtroom melodrama covering the trial of four young London hoodlums, charged with murdering an elderly garage man. (A)

**Friday 5th & Saturday 6th.** "THE GALLANT HOURS" featuring James Cagney, Dennis Weaver and James T. Goto. A World War II dramatic documentary, it tells how the late US Admiral William F. Halsey, Jr., turned the tide in the Allies' favour during a crucial battle against the Japs for Guadalcanal. (U)

## CALENDAR OF EVENTS

### BADEN-BADEN

Sat 15 Jun, 1600 hrs Tea Dance — at the Kurhaus  
2000 hrs German Hit Parade — at the Kurhaus.  
Special guest: Marlene Dietrich

Sun 16 Jun, 1600 hrs Tea Dance  
with bathing suit fashion show  
1600 hrs Concert by "Ausbach" School  
Orchestra  
2015 hrs Concert — RCAF Band  
from Edmonton  
2030 hrs Dancing, fashion show  
(bathing suits)

Mo 17 Jun, 1100 hrs Concert — celebration to commemorate 17 Jun

Wed 19 Jun, 1600 hrs Tea Dance  
19-23 Jun International Tennis Tournament

Thur 20 Jun, 2015 hrs Kurhaus: Symphony Evening

Sat 22 Jun, 1600 hrs Tea Dance — Kurhaus  
1600 hrs Kurhaus-Gardens: Corso of beautiful cars  
2100 hrs Kurhaus: Summer Ball arranged by  
"Madame" Magazine with floor show  
(Hiller Girls)

Sun 23 Jun, 1600 hrs Tea Dance — Kurhaus

Wed 26 Jun, 1600 hrs Tea Dance

Fri 28 Jun, 2015 hrs at the Theatre: Play "Teahouse of the August Moon" by John Patrick



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Our Representative, Mr. Wolfgang Krayl, will be at the Main Gate  
on Wednesday afternoons.



# Touring our Flugplatz



## Wing Maintenance Notebook

by FS Guthrie, Sgt Davis, LAC Van Nest

Since the last issue of the Flieger, great changes have taken place in Ground Support Equipment Section.

With the coming of the 104, several in the technical trades have had their tours over here cut short. Ground Support alone has had, or will have in the near future, six of its old members pulling up their roots and transplanting them in the land of the round door knobs again.

Taking a survey among those going home, it appears that the majority are very happy or at least satisfied with their transfer, so maybe there is something in those "Posting Preference Forms" after all.

A going-away party was held in GSE's favourite hangout, the Bahnhof Gasthaus in Wintersdorf a couple of weeks ago. There we said goodbye to Cpls Barr and Stringer, LACs Potter, McWhirter, Lively and Windsor. Going-away gifts of cuff-links were presented to the men, while their wives received crystal butter dishes.

The very best of luck on your new transfer, men, and don't forget us altogether.

With all these people going home, naturally there are a few new faces peering into the innerds of Ground Support Equipment. Those we welcome to the Section are Sgts Skundberg and Barrington, Cpl Brundige, LACs Beauregard, Miles, Auger, Warren and Wadman. May your stay with us be long and pleasant.

In the olden days Ground Support was fairly routine. Inspections and repairs were carried out on the equipment, and there was very little panic. Now that the 104 has come on the scene, the equipment to run this aircraft is quite a bit more complicated.

Like anything else new and strange, it takes some time to get used to the workings of this new equipment. EOs are our guide lines but experience counts a great deal, and we are gradually ironing out the difficulties. No doubt after a while, this equipment will be second nature to those who work with it.

A great deal of paint-scraping and repainting is going on around the section. If anyone comes to the Section, on business or visiting, he is advised to keep moving, or he will

be painted yellow. For the motto around here is "If it doesn't move, paint it, and send it to Supply".

All for this month, cheerio from the gang at GSE.

Just a few lines this time from a relatively new section on the station which goes under the name of 104 Re-Assembly.

We have a seemingly strange working arrangement here with some station people saying they never seem to see us and our wives on the other hand saying "when are we ever going to be home with the family on a week-end and live like normal people". The wives should know best.

Although our people have been largely trained on these new birds we nevertheless encounter every day brand new problems.

Our little factory has been visited by a large number of people from other sections, mostly those who are in a position to legally take a spare moment off.

When we unload a new bird we see faces watching we don't see very often. However the novelty is wearing off and our visitors are getting fewer.

This little empire will change complexion in another month or so as we complete the number of aircraft required for this station. From this nucleus will grow Wing Maintenance and Snags. The presence of these CF 104s is becoming more familiar and in a short time most people won't even notice them.

As far as personal news goes there is very little to report. Only that most fellows seem to be glad to be back to work after a day or two off during the week. Unless one is a newly wed, the wife seems to resent her mate under foot interrupting her schedule. On such a happy note we shall end this time and hope to have more news by next Flieger.

Once again some current news from the Safety Equipment Parachute-Packers Association. We don't have too much news for this Edition, but we would like to bid a hearty welcome to some of the new Supersonics and their families. Welcome to 4 Wing and the section, Cpl John Levesque, Cpl George Beaudoin and family, Cpl Larry Ennis and family, Sgt Buydons and family and last but not least LAC Beaudoin, all of whom came via the "Cool Pool" and all 104 trained — thank goodness. We all hope you people enjoy your tour over here at 4 Wing, as I am sure you will. Now that we have welcomed our new cohorts, we would like to say Aufwiedersehen to our old buddies that are leaving us and returning to Canada, no doubt with pleasant memories of their stay in

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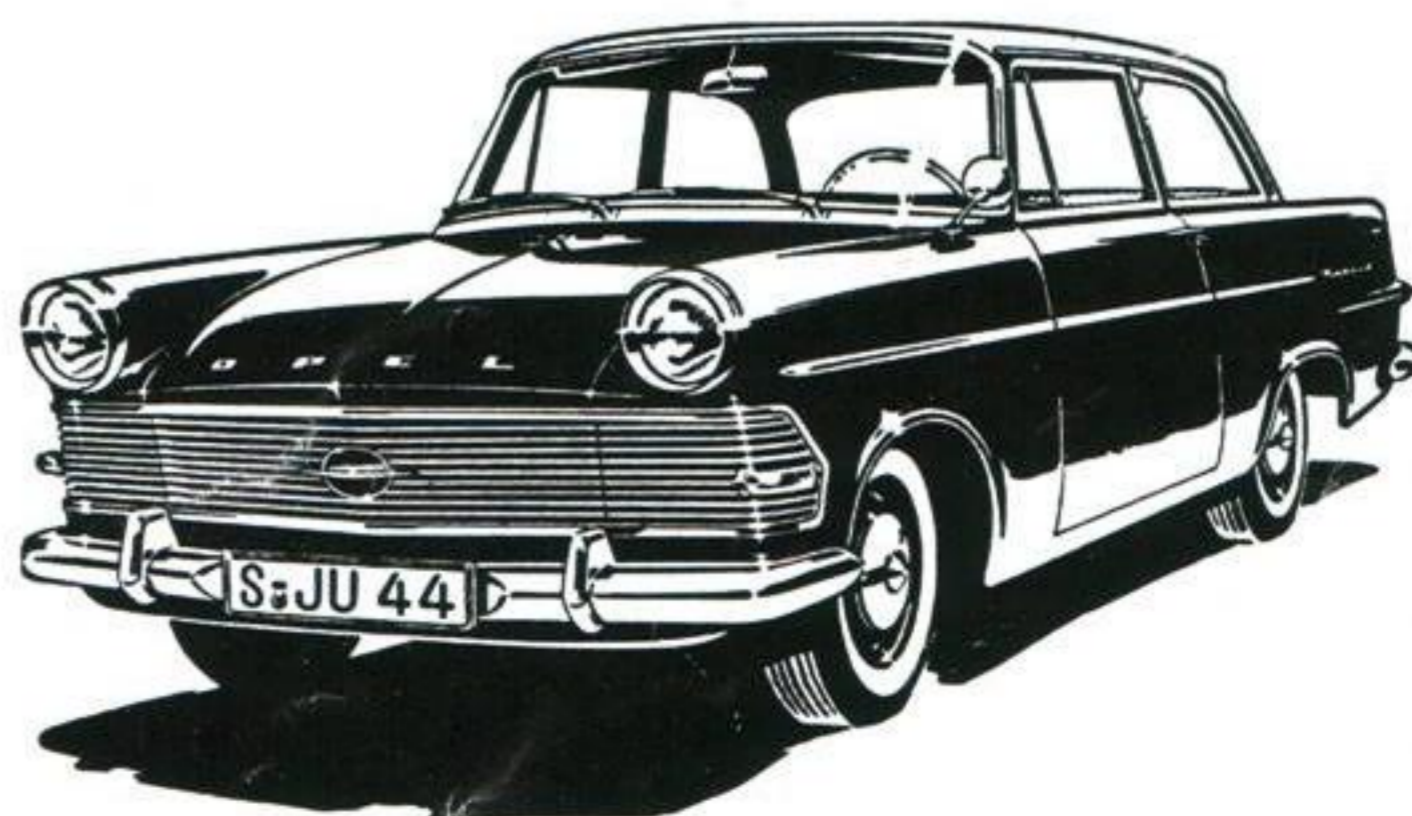
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Germany. At a farewell party, at Gasthaus Kronner we bid a sad adieu, first of all to our boss FS "Chuck" Rafuse (Indian Wrestler Deluxe of SE Section) and his lovely wife, LAC Fred Tavernor and his wife (who is expecting and we hope it's a boy), Cpl "Mighty Moe" Julien, (keep those shutters clicking, Moe), Cpl Ken Silver and his wife, who have done quite well pointwise over here. All we of the section can say is lots of luck and our best wishes, wherever you are stationed. Well, that about wraps it up for this month. See you again next month with a little more news, especially in the sports line, as there is some pretty keen competition between Safety Equipment and Workshops expected on our Sports afternoon. We hope to relate to you the sad downfall of workshops no matter what game they choose to play. See you on the sportsfield, fellows. Cheerio Chaps.



## Telecom Tidbits

Hello again! As usual a few more of our personnel have bid us farewell, and departed for Canada. Sgt "Ches" Wood, LAC Don Claggett, LAC Bob Dyer from Com Gnd. Cpl "Wes" Don, LAC Bob Mageau and LAW Gay Moser from the Com Cen. LAW Moser did not stay too long with us, but was a pleasant addition to the scenery for the time she was here.



LAC "PAT" MURPHY

LAC "JIM" MURPHY

New arrivals were Cpl Ron Walker an "Englishman cum Aussie" who will string more telephone wires and change more phone numbers around. He appears to get lots of satisfaction out of it, so I guess he "figgers" he is doing a good job. We also have Cpl Baillargeon to Com Gnd, hasn't been around

too much as yet, attempting to get family and self settled in. We also have the Murphy boys, to the ComCen, both LAC's, Pat and Jim. Pat down from 3 Wing, and Jim from Rockcliffe. If you hear "Now Hear This" coming over the PA system with a bit of an Irish brogue, you'll know one or the other is at work.

Out GCA way Sgt Fred Howlett, is leaving for home, having as a replacement Sgt Don Mohr; lets hope the new Sgt doesn't smoke a pipe and the people out that way may see what they are doing, for a change, or at least be able to see playing cards.

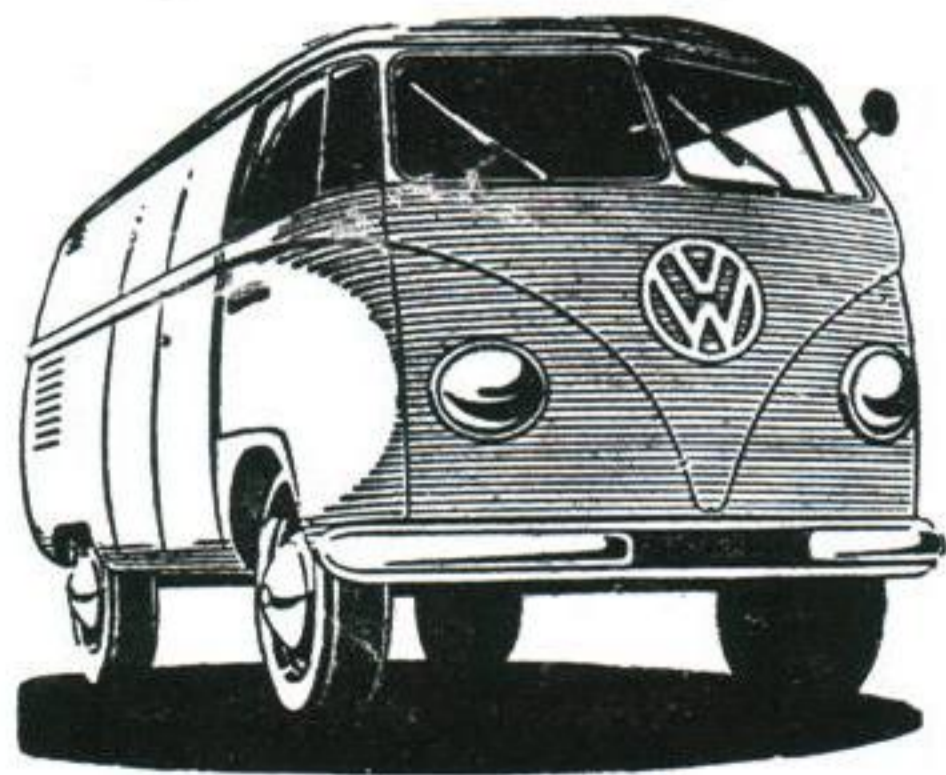
We also wish to welcome two more "wheels", F/O Cook, who came to us from a Sqdn. Heard a remark in the Coffee Room, "F/O Cook, do you think you'll manage to push Techs as easy as the Sabre?" The rejoinder "Well at least a Sabre can be pushed." P/O Bucyzniski, our Summer employment Flight Cadet, also joined us during the past month. A certain WO 2 finally managed to get rid of a "jalopy" he didn't know what to do with, as the P/O does need a car?! to get around and see a bit of the continent. I wonder who will get the better of the deal.

Two fastball games were played against Operations, the first game was won by Operations 17-13, due to the Operations' pitcher's youngster, putting stones in the wrong shoes, or everybody's shoes, and making the final score, "doubtful". The second game was won by "Telecom" 5-1; we managed to get a few of our better players off work for the afternoon, and evened the score in games played and won. Good pitching form was shown by LAC Bob Dyer, and our American Import A/2 C John Walania did a good job as catcher. It was always a matter for conjecture if LAC Stanzell was going to get around the bases alright, in fact the manager did consider putting in a base runner to help him out, he looked tired. Tex Cheese did the umpiring chores, maybe he can pitch ball for the Wing Team, but maybe they look different from on the mound, and behind the plate.

Any section team, interested in having a game against Telecom, may make arrangements by phoning the Telecom Ord Room (251).

As there is a minimum of news etc., around the Section this month I hope you will allow me to enlighten bidding career men on a few terms and their appropriate definitions, which could be used, when personal assessments are being completed on a subordinate. Maybe this is why promotions appear slow in some trades, to some people.

Term	Definition
Exceptionally well qualified	Has committed no major blunders to date
Active Socially	Drinks Heavily
Wife is active socially	She drinks too

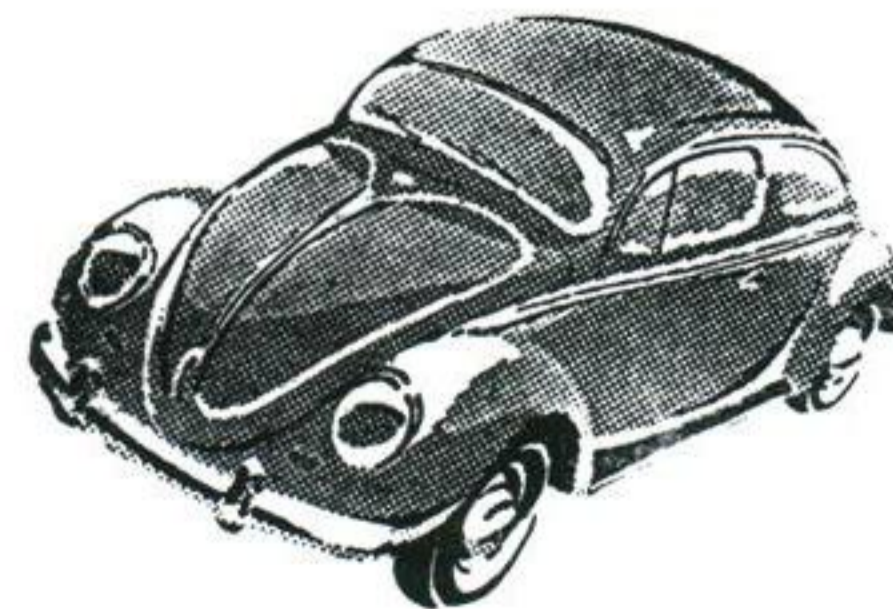


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Character and integrity above reproach	Still one step ahead of the law
Zealous attitude	Opinionated
Unlimited potential	Will retire as a F/L/Sergeant
Quick thinking	Offers plausible excuses for errors
Exceptional flying ability	Has an equal number of take-offs and landings
Takes pride in his work	Conceited
Takes advantage of every opportunity to progress	Buys drinks for supvrs and Section heads
Forceful and aggressive	Argumentative
Outstanding	Frequently in the rain
Indifferent to instruction	Knows more than his seniors
Tactful in dealing with superiors	Knows when to keep his mouth shut
Approaches difficult problems with enthusiasm	Finds someone else do do the job
A keen analyst	Thoroughly confused
Definitely not the "desk" type	Did not go to college
Expresses himself well	Speaks English fluently
Often spends extra hours on the job	Miserable home life
A true southern gentleman	A Hillbilly
Conscientious and careful	Scared
Meticulous in attention to detail	A nit picker
Demonstrates qualities of leadership	Has a loud voice
Judgement is usually sound	Lucky
Maintains professional attitude	A snob
Keen sense of humor	Has vast repertoire of jokes
Strong adherence to principles	Stubborn
Career minded	Hates reserves
Gets along extremely well with superiors and subordinates alike	A coward
Average officer/NCO	Not too bright
Slightly below average	Stupid
A very fine officer of great value to the service	Gets to work on time



Soellingen Sally extends a big welcome to all the new girls at 4 Wing. From Rockcliffe comes the personality of Peachie Key; from Greenwood the girl with the big smile, Uppy Ryan; from Metz, happy-go-lucky Anne Smith; from Camp Borden come the hearty laughs of Joyce Robinson, a few giggles from Nicole Journeault, and a sad little girl Joyce McGillis. We truly hope you enjoy your stay over here, see as much country as possible and attending the local festivities in the surrounding districts are a must.

We bid good-bye to June Green, Esther Haskell, Judy Hildebrand, Jackie Neilson and Gay Moser and hope your future is a happy one.

On 4 May, Eileen Goudy and Doug Camp made their wedding vows, "Kitty" just came from Canada after going home for a few months.

Joyce Jensen and Gary Williams were also married on 1 Jun, much happiness is extended to your future, Happy Honeymooning.

Marina Yeo and Reg Parker announced their engagement a short while ago, 10 Aug will be the date, Congratulations!

Edith Beyer has organized a self improvement course, all airwomen and dependents are invited to attend, for further information contact Edith at 230 or 81.

Activities in the Airwomen's Lounge for the summer months will be few, the last dance for the summer was held on 17 May, other organized parties will be arranged during sunny season, be sure to eye-ball the date.

Campers are out with their tents, many are planning their leave, but remember girls, THE BALL TEAM, Ted Richards is the Coach with the assistance of Jim Craik, they are very good and we ask for their patience, we try Coach!! Practices are held every Monday and Thursday, with games on Wednesday, come on out, if you can't play, the support helps. For further information contact the Recreation Centre.

Until next month, happy Festing.



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404 Grand Luxe Sedan U. S. Mod. . . . .	7670,-	DM

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# COMMUNITY COUNCIL

## PMQ AREA CLEAN-UP

Inspection of the common area in some PMQ buildings and most of the surrounding areas within the PMQ Site have been found to be in a most unsatisfactory condition.

Many points of comment might well be made, however, the following major unsatisfactory conditions exist:

(a) Hallways smeared with mud and covered with crayon and pencil markings;

(b) Damage to plaster in the halls and stairways;

(c) Outside walls scraped and covered with mud. Surrounding areas littered with cardboard boxes, papers and tincans;

(d) Wash tubs and washing machines are not being cleaned after use, agitators are not removed and pressure is not being released from wringers after use. Floors of laundry and drying rooms need sweeping and cobwebs removed from walls, windows, and sills;

(e) Hallways outside of individual apartment littered with footwear, toys and clothing; and

(f) Damage to windows, woodwork, doors and light switches.

Some of the damage and uncleanliness may be attributable to children. However, action of children reflects on the parents and the parents are reminded that they have a responsibility for the common areas of PMQ buildings as well as the exterior and surrounding areas.

To rectify the unsatisfactory condition within the PMQ site it is the responsibility of all PMQ occupants to assist in the performance of a major clean-up, inside and outside of their PMQ building and surrounding areas.

The assistance of all PMQ occupants is necessary in order that the clean-up programme can be performed and the appearance of the PMQ area maintained in a manner which will bring credit to the community.

Perfection consists not in doing extraordinary things, but in doing ordinary things extraordinarily well. (Antoine Arnauld)

It is felt that the one dollar monthly PMQ assessment is well invested. As can be seen in the financial statement the cost of repairs and new equipment for the playground is expensive. PMQ residents are requested to keep a close surveillance in order to prevent damage to this equipment and report offenders to their respective councillors.

As in past years two qualified recreation directors have been hired to carry out summer activities. A programme schedule will be issued shortly.

Now that the summer is upon us it is hoped that you will not become a **B. M. S.** (Balcony Mop Shaker). Remember that the occupants on the lower floors do not appreciate your dust.

Financial Statement as follows:

Cash on hand as of 15 May \$ 2000.00

### Expenditures

50 new swings at \$ 9.50 each	475.00
Repairs to merry-go-round	50.00
Repairs to slide	50.00
New merry-go-round	150.00
New sand boxes	50.00
New slide	150.00
Miscellaneous repairs	75.00
Support for Teen Town Prom 25 May	100.00
Summer social and sports supervisors' salaries	800.00
<b>Total Expenditures</b>	<b>\$ 1900.00</b>
Balance cash on hand	\$ 100.00

## The PMC Safety Check

Lack of space in the last issue of the Flieger made it impossible to reprint all the pictures to illustrate the PMC Safety Check recently conducted at 4 Wing. However, we felt that they should be shown since they give a much better idea about the check than words could do.

The photographs make it clear, we think, that the inspections were by no means superficial. We learned a few valuable lessons from it, the most important being that one does not need to have a new car in order to be safe on the road. In fact, some late model cars were found to be in deplorable mechanical condition, while many older cars were in excellent shape. The make, size or weight could not be regarded either as valid criteria for mechanical condition. As always, the



Alignment machine which checks the toe-in or toe-out of the front wheels.


driver himself proved to be the only valid criterion. The better drivers were also those who took an interest in the results of the inspection and generally the deficiencies on their cars were of a minor nature.

The focus in PMC Safety is on the driver. Driver attitude is the quality which makes for good or bad driving habits. The PMC Safety Check once again proved the validity of this statement, as driver attitude should certainly be extended to include concern about a car's road-worthiness.

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# Sports and RECREATION

## SPOTLIGHT ON RECREATION

Now that the good weather has finally arrived winter seems far behind, yet it was only a few short weeks ago that we saw the end of our winter recreation programs. To many of us it was an enjoyable and interesting winter because we were able to take part in some type of organized activity.

One of the most successful activities was our hockey program where we had three hundred 4 Wing adults registered in one of our four leagues. The wonderful team spirit shown by all teams ensures us of another "booming" season in 63/64. The hockey season was finalized by a successful banquet-dance which was held at the Ochsens in Kuppenheim. The following teams and individuals were presented with trophies for their outstanding achievement in "The Sport":

### Inter Section

League Winners	Combines
Play-Off Winners	Wing/Maint



Wing Maintenance Inter-Section Champions

### Inter Mess

League Winners	Cpls Club
Play-Off Winners	Sgts Mess



Inter-Mess Champions

### "C" League

League Winners	MSE
----------------	-----

## Individual Awards

### Inter Section

Best Goalie	Mr. Bill Turchan, HQ
Top Scorer	Cpl Frank Bagley, Combines
Most Valuable Player	Cpl Frank Bagley, Combines

### Inter Mess

Best Goalie	Cpl "Tubby" Baker, Cpls
Top Scorer	Sgt "Bud" Howells, Sgts
Sportsmanship Award	Cpl "Roger" Routhier, Cpls

### "C" League

Most Valuable Player LAC McNanaman

Let us not forget our 4 Wing Raiders who had a successful season by ending up as Air Division League Champions. The 1 Wing Arrows defeated our boys in the play-offs however this only proved that the best team is not always invincible.

A recreation activity without good leadership, volunteers or workers will only fade away, however 4 Wing has had in the past 4 years a man who literally gave his "all" to hockey, his name: Sgt "Sid" Jarvis. Sid has been an executive on our Hockey Committee for the past four years and has also acted as statistician for all leagues since his arrival at The Wing. I would like to take this opportunity to thank him, on behalf of all whom he served, for his volunteer services and point out that he will not be forgotten for a long time at 4 Wing. Good luck on your new adventures.

Another basketball season has come to a close with the 4 Wing Raiders, for the first time in 10 years, bringing home the silverware. Under the leadership of S/L Sullivan and coaching of LAC "Ted" Richards our team won all but 1 game, this loss was suffered to the fine team from ADSU. A record of 17 wins and 1 loss is something to be proud of. Congratulations, boys, and we will be looking forward to watching you battle it out again next season.

## FASTBALL INTER-WING

It is regrettable to point out that there will not be an Air Division Fastball League this season. 4 Wing were the Champions for the past four years and were looking forward to defending their title, however, only two teams were able to enter the league: ADSU and 4 Wing. The enthusiastic manager, WO 1 Burnett, and coach, "Waddy" Wadman, have stated that the Air Division Fastball Trophy is being secured in the armament Section and will not be unveiled until a bona-fide Air Division League is resumed.

## Ladies and Gentlemen!

This is to advise you that we moved to Barrack Block No. 16 A.

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#### 4 WING HOUSE LEAGUES

The new season is "under way" and on the 6th of May an election was held to appoint a new executive committee.

The following were elected:

President	F/L Kelly
Secretary	Sgt Irwin
Rules Committee	FS Foss
	Sgt Jervais
	Cpl Burton

After two additional meetings an Inter Mess and Inter Section Leagues were organized. The representative teams are as follows:

**Inter Mess**

Officers
Cpls
Sgts
Airmens

**Inter Section**

Ops Tel Grnd	ME Supply
High School	601 Tel Air
Headquarters	Maintenance
Servicing	Wing Arm

Inter Mess games will be played on Monday evenings and the Inter Section League will play on Tuesdays and Thursdays.  
GAME TIME: 17.30 hours.

### Judo News - Junior Division

by Mrs Helen Griffith

Of interest to parents is the Junior Division of the Judo Club, in which the children may enroll at the age of 9 yrs. They remain in the Junior class until they reach 16 yrs of age, at which time they are promoted to the adult class. The



Judo Club - Junior Division, with their instructors

instructors for this class are: LAC Bob Debling Niyku (Blue Belt) and LAC Harv Allen Yonkyu (Orange Belt). The grades for children run the same as for the adults which is 7th Kyu (White, Beginner), 6th Kyu (White, Advanced) 5th Kyu (Yellow Belt), 4th Kyu (Orange Belt), 3rd Kyu (Green Belt), 2nd Kyu (Blue Belt), 1st Kyu (Brown Belt) and finally 1<sup>o</sup> Black

Belt (this Grade is a junior grade and is shown by the white bar at the tips of the belt). The children must earn four bars in each Belt Class in order to qualify for the next higher grade. Gradings are held every three or four months, with "Mas" Takahashi, Chief Instructor, doing the judging and promoting.

A record is kept of the attendance of each child and every four months prizes are awarded for the best regular attendance, also when being judged for promotion this record is considered.

In order that the children may do any homework assignments the hours of instruction are from 18.00 hrs until 19.30 hrs every Monday and Wednesday evening.

Judo trains the body for maximum efficiency with minimum effort, cultivates the mind, helps to build character, develops sportsmanship and fair play.

At the present time there are about twenty members in the junior class and all newcomers are welcome.



### Training Command Band to visit 4 Wing

The Training Command Band, from Edmonton, Alberta, will be here at 4 Wing for several days playing concerts in the surrounding area, a school concert for the junior grades, and dances in the different messes.

It is hoped that everyone will have the opportunity of hearing this famous band at the following locations:

- Castle Grounds, Rastatt, 15.30 hours, Sunday, 16 June
- Kurhaus, Baden, 20.15 hours, Sunday, 16 June
- In front of the big church, Buehl, 18.00 hours, Wednesday, 19 June

The band has been to 4 Wing on two previous occasions, and was most enthusiastically received each time. They are now performing under the leadership of their new bandmaster, F/O "Bud" Woods, who has been with the band since 1961.

F/O Woods, a most proficient musician on the oboe, has served in RCAF bands for 15 years, and was assistant bandmaster to S/L Hunt for several years before taking over the leadership of the band in Edmonton.

The band is well known for its versatility and well liked for the different types of music it presents to its listeners.

Featured as soloist with the band is a harmonica virtuoso who is certainly going to please everyone with his outstanding performances. He is Sgt "Bernie" Bray, and the numbers you'll hear him play will make you hum, want to dance, laugh, and want him to play more.

Everyone will have the opportunity of giving this group of 55 musicians a warm 4 Wing welcome, by being in the domestic area of the Wing as our own band leads them from the main gate to their quarters, with a musical welcome: this will be at approximately 16.00 hours, Saturday, 15 June.

While at 4 Wing, a group of 12 from the Edmonton band will be entertaining children at the Lahr Orphanage.

Our Wing bandmaster is particularly interested in the forthcoming visit of the Edmonton Band, having played with them for the past 14 years.

Pee Wee Softball League 1963

COACHES (Left to Right): CPL St. Aubin, CPL Leduc, CPL Labelle, CPL Caswell, LAC Craig, CPL Smith, CPL Royer, F/L Holbrook (Pee Wee Co-Ordinator), S/L Tuckey (Baseball Commissioner), CPL Lafreniere, LAC Lugg, CPL Marks, CPL Fraser.  
 MISSING: CPL Ross, CPL Kilburn, LAC Auger, LAC Roebuch, LAC Irwin, LAC Johnston, CPL Kennedy, CPL Lahey, CPL Flynn, CPL Cheese, CPL Coffey.



SIR, I'M YOUR BESTEST BATTER

For the first turn out of the year, the 4 Wing Pee Wee league coaches were confronted with what seemed to be a real problem. Out of 110 ballplayers, (age 6, 7 & 8) 47 wanted to be at bat, 31 could do nothing but pitch, another 12 agreed to catch, 6 preferred to play in the sand pile nearby, and one confessed: "I think they told me last year that I play best in



CPL CY Smith demonstrating the "Strike Zone" to the Pee WEE Softball League

right field." We were unable to talk to the other 13 as they wouldn't get off their brand new bikes and kept riding around the ball park.

However, law & order was soon restored; almost... As you can see, we were able to round up some 60 of them for a quick picture and basic instructions by one well dedicated Cpl Cy Smith.

Thanks to the fine co-operation of the league's 16 coaches, (not one too many, here) the second turn out was another story. Now the boys were Braves, Reds, Pirates, Colts, Dodgers and Angels yet.

Oh! there was still a few things to be ironed out, like: — Sir, why did he call me "OUT", I didn't even bat yet, or — this is not fair he threw the ball too hard, and — Alvin! come down from that tree, you're playing first base remember. Etc, etc.

Holding Carter in "Where Main Street Meets the River" said and I quote: "There are two lasting bequests we can hope to give our children. One is roots; the other, wings." Unquote. We feel that our Pee Wees are candidates in both one; and the other.



Boy Scouts

The highest recognition possible in the Boy Scout and Girl Guide movement was awarded to thirty-one Canadian boys and girls here recently.

Air Vice Marshall L. E. Wray, Air Officer Commanding the RCAF's No. 1 Air Division, presented twenty-six Scouts with Queen Scout certificates and five guides with Gold Cords, representing up to five years preparation by these sons and daughters of RCAF personnel serving in Europe.

Following a reception and luncheon in the Air Division Headquarters Officer's Mess hosted by A/V/M Wray, the certificates were presented at a ceremony held in the Chateau de Mercy, headquarters of the NATO Air Division. Parents of the Scouts and Guides were guests at the ceremony.

During his address following the certificate presentation, A/V/M Wray expressed his pleasure and satisfaction at the growth of the Scout and Guide movement among the Wings of the Air Division in Europe. As an illustration, he compared the number of certificates he had presented the previous year, a total of twelve Scout and Guide awards, with the total this year of thirty-one. He also reaffirmed his promise of the utmost cooperation by himself and the RCAF in the furthering of Scout and Guide activities wherever possible in the future.

A/V/M Wray congratulated the recipients on their accomplishment and complimented the leaders on the excellence of their work in furthering Scout and Guide activities in Europe.





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